A

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Note: In Appendix A * denotes chairman
** denotes secretary

ORGANIZATION CHART A - 1

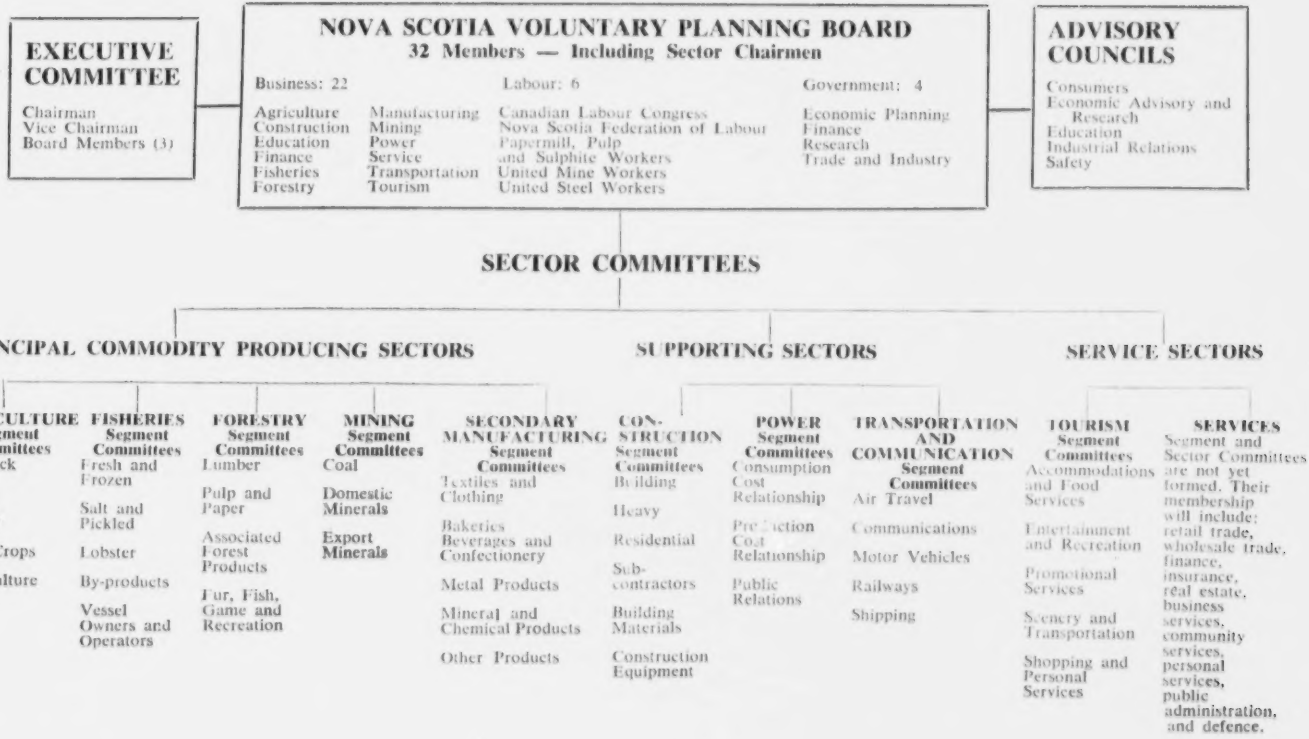
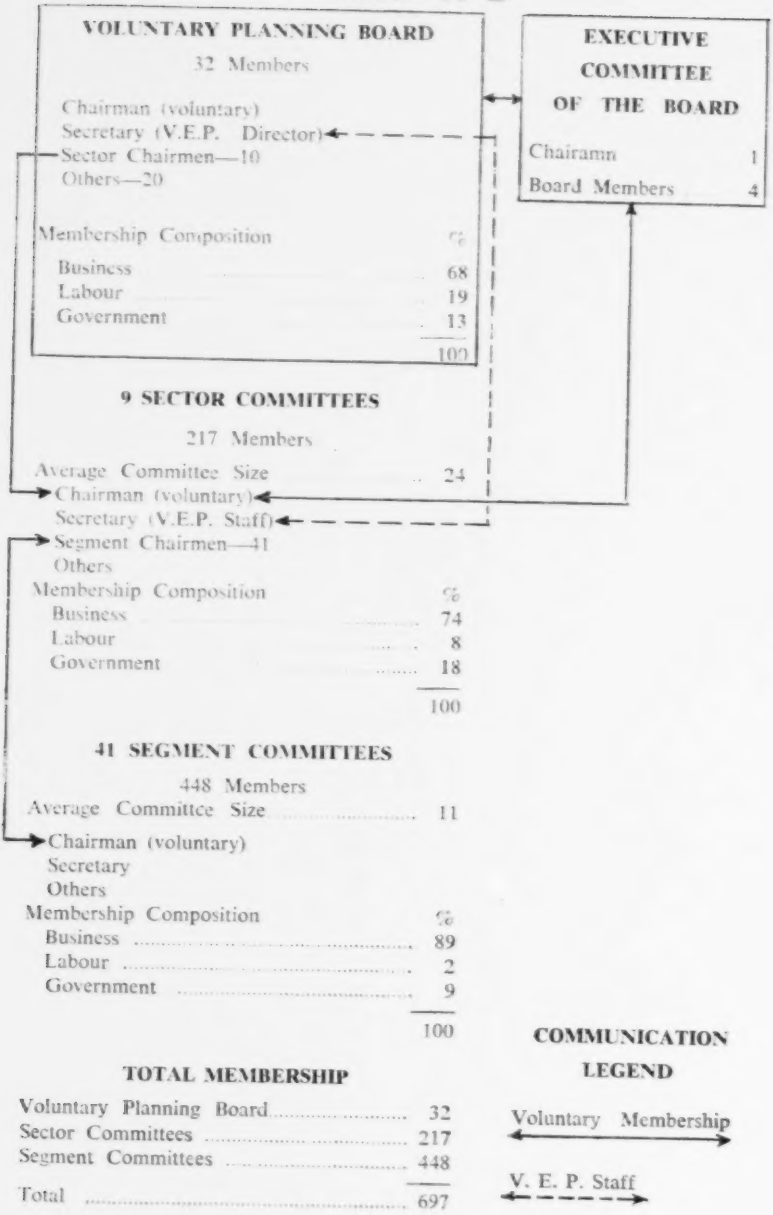


CHART A-2


VOLUNTARY PLANNING BOARD
32 Members
Chairman (voluntary)
Secretary (V.E.P. Director)
Sector Chairmen—10
Others—20
Membership Composition %
Business 68
Labour 19
Government 13
100
EXECUTIVE COMMITTEE OF THE BOARD
Chairamn 1
Board Members 4
9 SECTOR COMMITTEES
217 Members
Average Committee Size 24
Chairman (voluntary)
Secretary (V.E.P. Staff)
Segment Chairmen—41
Others
Membership Composition %
Business 74
Labour 8
Government 18
100
41 SEGMENT COMMITTEES
448 Members
Average Committee Size 11
Chairman (voluntary)
Secretary
Others
Membership Composition %
Business 89
Labour 2
Government 9
100
TOTAL MEMBERSHIP
Voluntary Planning Board 32
Sector Committees 217
Segment Committees 448
Total 697
COMMUNICATION LEGEND
Voluntary Membership
V. E. P. Staff

Appendix A

VOLUNTARY PLANNING BOARD

A. E. Balloch	Liverpool	W. J. Logie	Halifax
E. D. Brown	Halifax	J. R. Lynk	New Glasgow
D. G. Burchell	Bras d'Or	G. C. McDade	Hantsport
R. B. Cameron	Halifax	J. H. MacKichan	Halifax
J. E. Clubb	Montreal	Rev. J. N. MacNeil	Antigonish
W. W. Downie	Halifax	W. H. Marsh	Glace Bay
H. D. Fairn	Wolfville	J. R. Mills**	Halifax
A. A. Ferguson	Pictou	A. Murray	Trenton
C. D. Fraser	New Glasgow	S. V. Nichols	Berwick
E. L. Goodfellow	Halifax	B. H. O'Neil	Sydney
W. D. Hagen	Amherst	Dr. H. D. Smith	Halifax
A. R. Harrington*	Halifax	C. H. Sproule	Truro
Dr. G. W. Holbrook	Halifax	G. C. Thompson	Halifax
F. C. Hudson	Bedford	G. S. Unwin	Halifax
R. B. Killam	Yarmouth	H. J. Waisglass	Toronto
V. M. Knight	Halifax	C. A. Webber	Brooklyn

AGRICULTURE

SECTOR COMMITTEE

A. E. Calkin	Kentville	F. S. MacDonald	Pictou
C. A. Corkum	Port Williams	J. MacNeil	Truro
H. F. Curry	Halifax	R. J. MacSween	Antigonish
C. S. Dickson	Moncton	J. R. Mills	Halifax
G. S. Ells	Sheffield Mills	S. V. Nichols*	Berwick
W. A. Flemming	Truro	C. Parker	Aylesford
W. V. Grant	Truro	J. E. Peill	Canning
W. R. Griffin**	Halifax	A. Porter	Port Belcher
Dr. W. A. Jenkins	Truro	S. C. Prescott	Halifax
G. N. Keddy	Halifax	J. A. Reeves	Sydney
S. E. Lewis	Halifax	Dr. F. W. Walsh	Kentville

SEGMENT C OMMITTEES

DAIRY

W. Coldwell	Bras d'Or	B. D. MacKenzie	Middleton
D. S. Cox	Truro	C. G. MacLennan	Truro
H. F. Curry*	Halifax	T. A. Murray**	Truro
W. F. Jewers	Halifax	W. D. Wetmore	Annapolis Royal
A. J. MacKenzie	Antigonish	D. J. Wile	Bridgewater

FIELD CROPS

G. S. Ells*	Sheffield Mills	E. D. Munro	Halifax
G. S. Fisher	Amherst	O. H. Parker	Truro
H. L. Gates	Canning	J. E. Shuh**	Truro
J. E. Milligan	Truro	J. W. Steele	Scots Bay
M. E. Mosher	Up. Musquodoboit		

HORTICULTURE

A. E. Calkin*	Kentville	F. Marriot	Falmouth
K. Canning	Parrsboro	R. J. McGrath	Hantsport
D. Ells	Kentville	J. MacNeil	Truro
H. H. Foote	Cambridge Sta.	R. A. O'Brien	Halifax
H. L. Gates	Canning	R. H. Ripley	Oxford Junction
L. Green	Halifax	E. M. Ritcey	Halifax
G. B. Kinsman**	Truro	G. I. Webster	Cambridge Sta.

LIVESTOCK

V. Aylward	Windsor	W. A. Flemming	Truro
C. S. Borden	Lower Canard	H. Larsen	Berwick
R. St. J. Chisholm	Brierly Brook	D. E. McLeod	Meadowville
S. L. Curtis	Truro	A. Porter*	Fort Belcher
C. A. Douglas**	Truro	H. Vaughan	Windsor Forks
D. Fisher	Shinimicas		

POULTRY

A. L. Blenkhorn	New Minas	R. J. Hiltz	Bridgewater
H. Clark	Woodville	D. Roy MacDonald**	Truro
C. V. Ellis	Bedford	F. McAulay	Glace Bay
D. C. Ells	Port Williams	S. C. Prescott*	Halifax
H. B. Fuller	Hortonville	J. D. Rogers	Halifax
R. L. Fuller	Port Williams		

CONSTRUCTION

SECTOR COMMITTEE

R. A. Doyle	Halifax	N. Lynk	Glace Bay
A. F. Duffus	Halifax	G. P. Miller**	Halifax
T. R. Francis	Halifax	H. K. Mosher	Halifax
G. A. Hooper	Dartmouth	E. M. Mosher	Liverpool
J. A. Houston	Halifax	J. W. Stephens	Sydney
F. C. Hudson*	Bedford	R. C. T. Stewart	Halifax
S. W. Kenney	Yarmouth	A. B. Thompson	Halifax
G. N. Kent	Halifax	D. C. Tibbetts	Halifax
R. F. Kent	Bridgewater	J. P. Vaughan	Halifax
D. W. Latimer	Truro	P. E. Wile	Bedford
V. H. Legg	Halifax		

SEGMENT COMMITTEES

HEAVY CONSTRUCTION

F. C. Hudson	Bedford	L. W. Smith	Halifax
J. Jay	Halifax	J. P. Vaughan	Halifax
D. W. Latimer	Truro	P. E. Wile	Bedford
E. S. Schofield	Shelburne		

BUILDING CONSTRUCTION

D. B. Dorey	Halifax	S. M. Rigby	Dartmouth
A. F. Duffus	Halifax	R. H. Shaw	Halifax
G. A. Hooper	Dartmouth	A. G. Smith	Truro
Prof. V. F. Lyman	Halifax	R. C. T. Stewart*	Halifax
G. W. Miller	Halifax	V. C. Woodworth	Kentville

RESIDENTIAL CONSTRUCTION

T. R. Francis	Halifax	T. M. MacKay	Halifax
R. A. Garrod	Halifax	J. B. Sawyer*	Halifax
D. R. Hayman	Stellarton	L. B. Stevens	Halifax
F. E. Hiltz	Liverpool	T. R. Smith	Halifax

BUILDING MATERIALS

N. H. Akerlund	Halifax	D. J. Hubley	Shubenacadie
H. R. Brine	Trenton	H. L. Oxner	Halifax
L. J. Fraser	Berwick	D. Sherman	Halifax
B. S. Fulmore	Halifax	J. W. Stephens*	Sydney
D. S. Fultz	Halifax	D. G. Stevens	Truro
D. J. Gillis	Halifax		

SUB-CONTRACTORS

E. Cassidy	Halifax	H. B. MacFarland	Halifax
C. F. Cox	Truro	A. P. Mills	Dartmouth
R. V. Germain	Yarmouth	H. G. Rounsfell	Halifax
R. V. Holmes	New Glasgow	R. P. Whalen	Dartmouth

CONSTRUCTION EQUIPMENT

F. A. Barton	Halifax	R. F. Kent	Bridgewater
C. R. Baxter	Dartmouth	H. S. Ogilvie	Halifax
M. A. Eisenhauer	Halifax	R. B. Short	Halifax
A. P. Kalbhenn	Halifax	L. W. Smith	Halifax

Appendix A

FISHERIES

SECTOR COMMITTEE

C. A. Aucoin	Halifax	K. Karlsen	Halifax
J. D. Aucoin	Cheticamp	R. J. Keefe	Canso
L. E. Baker	Halifax	V. L. Landry	Boudreauville
W. A. Broidy	Pictou	D. MacKenzie	Halifax
P. J. Cadegan	Glace Bay	J. H. MacKichan*	Halifax
S. J. Campbell	Halifax	B. I. Meagher	Halifax
B. J. Comeau	Saulnierville	J. R. Mills	Halifax
H. P. Connor	Halifax	D. A. Nickerson	Clark's Harbour
D. F. Corney	Mulgrave	V. G. Snow	Digby
G. Curphey	Liverpool	N. Stanbury	Halifax
C. D. Gordon	Petit de Grat	J. F. Vaughan	Halifax
D. R. Idler	Halifax	R. S. Watson**	Halifax
R. F. Johnson	Halifax	S. H. Zwicker	Lunenburg

SEGMENT COMMITTEES

FRESH AND FROZEN FISH

A. W. Churchill**	Halifax	J. Nickerson, Jr.	North Sydney
B. J. Comeau*	Saulnierville	E. E. Pierce	Lockeport
C. D. Gordon	Petit de Grat	H. D. Pyke	Lunenburg
E. P. Kaiser	Bickerton	K. O. Raymond	Centreville
Capt. D. Mosher	Lunenburg	Capt. M. H. Rodgerson,	Port La Tour
W. S. Murdock	Dartmouth		

SALT AND PICKLED FISH

J. Barbarita	Neil's Harbour	R. N. Ritcey	Riverport
B. E. Blades	Clark's Harbour	W. V. Sears	Woods Harbour
S. J. Campbell	Halifax	St. Clair Shand	Shag Harbour
R. F. Johson	Halifax	F. S. Smith	Halifax
D. MacKenzie*	Halifax	S. H. Zwicker	Lunenburg
R. T. Morgan**	Halifax		

LOBSTERS

J. D. Aucoin* ..... Cheticamp
W. A. Broidy ..... Pictou
K. E. Cunningham, Clark's Harbour
L. E. Day ..... Alder Point
H. R. S. Ellis ..... Pictou
D. S. Feltmate ..... Canso
W. Little ..... Terrence Bay
J. F. Samson ..... Petit de Grat
C. D. Snow ..... Digby

FISH BY-PRODUCTS

R. G. Ackman ..... Halifax
P. J. Cadegan ..... Glace Bay
A. Cunningham ..... Halifax
O. Hjelkrem ..... Yarmouth
C. W. Humphreys ..... Halifax
K. Karlsen ..... Halifax
W. E. Sears ..... Bedford
W. E. Twohig ..... Digby
J. F. Vaughan* ..... Halifax
R. S. Watson** ..... Halifax

VESSEL OWNERS & OPERATORS

H. P. Connor* ..... Halifax
D. F. Corney ..... Mulgrave
A. A. Ferguson ..... Pictou
J. Forbes ..... Halifax
W. S. Hines** ..... Halifax
J. H. MacKichan ..... Halifax
P. R. Ritcey ..... Riverport
R. G. Smith ..... Halifax
F. R. Spindler ..... Lunenburg
H. E. Thompson ..... Liverpool

Appendix A

FORESTRY

SECTOR COMMITTEE

A. H. Anderson, Port Hawkesbury
G. D. Anderson ..... Halifax
E. Bragg ..... Collingwood
R. H. Burgess ..... Halifax
A. F. Byers ..... Amherst
C. C. Chappell ..... Sydney
A. Cleveland ..... Liverpool
A. G. Cooper ..... Halifax
E. J. Dickie ..... Halifax
N. F. Douglas ..... Caledonia
H. D Fairn* ..... Wolfville
W. R. Griffin** ..... Halifax
A. L. Harlow ..... Hantsport
C. E. Harrison ..... Halfway River
L. S. Hawboldt ..... Truro
H. D. Heaney ..... Fredericton
R. S. Johnson ..... Liverpool
D. B. Lacey ..... Kinsman's Corner
H. J. Lynch ..... Halifax
J. R. Mills ..... Halifax
C. Porter ..... Stellarton
R. L. Seaborne ..... Liverpool
J. M. Soy ..... Bible Hill

SEGMENT COMMITTEES

PULP AND PRODUCTS

A. E. Balloch ..... Liverpool
L. G. Bishop ..... Hantsport
J. S. Donaldson ..... Sheet Harbour
F. L. Gray** ..... Liverpool
H. S. MacGlashen ..... Halifax
Rev. J. N. MacNeil ..... Antigonish
R. R. Murray ..... Truro
R. L. Seaborne* ..... Liverpool
T. E. Williams ..... Port Hastings

LUMBER AND SAWN PRODUCTS

A. D. Brown** ..... Oxford
M. E. Calder ..... Truro
C. E. Creelman ..... Brookfield
N. F. Douglas ..... Caledonia
D. L Eldridge ..... Truro
Col. H. A. Hansen ..... Halifax
C. E. Harrison ..... Halfway River
L. Ledwidge ..... Enfield
C. W. Lewis ..... Weymouth
G. R. Lordly ..... Halifax
C. Porter ..... Stellarton
A. W. Robertson ..... Truro
J. M. Soy* ..... Bible Hill
J. B. Wilbur ..... Halifax

ASSOCIATED FOREST PRODUCTS

W. F. Creelman ..... Bible Hill
E. J. Dickie* ..... Halifax
R. Hale** ..... New Glasgow
R. W. Harnish ..... Hubbards
H. J. Haskill ..... Truro
L. Haverstock ..... Bedford
L. Kingsland ..... Truro
H. C. Sanders ..... New Ross

FUR, FISH, GAME AND RECREATION

G. D. Anderson* ..... Halifax
G. C. Baker ..... Kentville
G. Chapman ..... Truro
W. S. Dickie ..... Halifax
Dr. D. G. Dodds ..... Kentville
H. D. Fairn ..... Wolfville
W. A. Fox ..... Amherst
E. S. Lloyd ..... Sydney
T. Morrisey ..... Judique
W. P. Mosher ..... Truro
D. J. Oland ..... Halifax
W. F. Parks ..... Lochaber Mines
M. Prime** ..... Kentville
F. Watson ..... Kentville
C. G. Wright ..... Truro

MINING

SECTOR COMMITTEE

E. D. Brown*	Halifax	L. E. Hubley	Grand Lake
C. C. Bridle	Walton	C. A. Jerry	Halifax
Dr. A. E. Cameron	Halifax	R. Johnston	Hantsport
J. H. Delaney	Glace Bay	M. E. King	Windsor
E. J. Dickie**	Halifax	A. G. Ley	Halifax
D. Evans	St. Rose	M. E. Mosher	Up. Musquodoboit
E. B. Garrett	Halifax	J. R. MacQuarrie	Pugwash
M. G. Goudge	Halifax	J. W. McLeod	Dartmouth
R. I. Grant	Port Hawkesbury	Dr. J. P. Nowlan	Halifax
W. D. Graham	Halifax	F. S. Shea	Stellarton
D. O. Hartigan	Sydney Mines	P. E. Wile	Bedford
H. S. Haslam	Sydney		

SEGMENT COMMITTEES

COAL

R. Beaton	River Hebert	Dr. A. M. Lawley	Port Hood
Dr. A. E. Cameron*	Halifax	A. G. Ley	Halifax
C. D. Cunningham	Montreal	B. R. McDade	Sydney
S. Dolhanty	Glace Bay	J. W. McLeod	Dartmouth
D. Evans	St. Rose	D. Murray	Halifax
W. D. Graham	Halifax	J. A. Russell	Sydney
D. O. Hartigan	Sydney Mines	W. Simpson	Glace Bay
H. S. Haslam	Sydney	C. Townsend**	Stellarton
C. A. Jerry	Halifax		

EXPORT MINERALS

C. C. Bridle	Walton	M. E. King*	Windsor
E. D. Brown	Halifax	F. S. Shea**	Stellarton
R. I. Grant	Port Hawkesbury		

DOMESTIC MINERALS

G. J. Dauphinee	Shelburne	J. R. MacQuarrie	Pugwash
E. B. Garrett*	Halifax	M. E. Mosher	Up. Musquodoboit
M. G. Goudge**	Halifax	N. Stanbury	Halifax
L. E. Hubley	Grand Lake		

Appendix A

POWER

SECTOR COMMITTEE

D. T. Bayer	Sydney	E. V. Johnston	Sydney
E. A. Bell	Halifax	M. E. King	Windsor
D. G. Burchell	Bras d'Or	J. J. Laffin	Sydney
J. H. Delaney	Glace Bay	Miss Z. Linkletter	Halifax
S. R. Donaldson	Amherst	N. Lynk	Sydney
W. W. Downie*	Halifax	A. G. Mahon	Halifax
J. D. Fraser	Halifax	J. A. Parker**	Halifax
R. C. Fraser	Halifax	D. E. Rudolph	Liverpool
H. G. Grassby	Dartmouth	R. F. Tanton	Halifax

SEGMENT COMMITTEES

CONSUMPTION-COST RELATIONSHIPS

E. A. Bell*	Halifax	Miss Z. Linkletter	Halifax
S. R. Donaldson	Amherst	N. Lynk	Sydney
M. E. King	Windsor	D. E. Rudolph	Liverpool
J. J. Laffin	Sydney		

PRODUCTION-COST RELATIONSHIPS

D. T. Bayer	Sydney	H. G. Grasby	Dartmouth
D. G. Burchell	Bras d'Or	E. V. Johnston	Sydney
J. H. Delaney	Glace Bay	A. G. Mahon*	Halifax

PUBLIC RELATIONS

W. W. Downie	Halifax	J. A. Parker	Halifax
J. D. Fraser*	Halifax	R. F. Tanton	Halifax
R. C. Fraser	Halifax		

SECONDARY MANUFACTURING

SECTOR COMMITTEE

E. A. Bell	Halifax	W. L. Monck	Trenton
D. M. Cain	Yarmouth	L. B. Murphy	Halifax
S. R. Donaldson	Amherst	C. N. Murray	Sydney
H. H. Hills	Halifax	W. G. Odette	Dartmouth
R. M. March	Halifax	R. B. Robinson	Halifax
J. D. MacDonald	Windsor	C. P. Roper	Halifax
G. MacIntyre	Sydney	D. E. Sawyer	Halifax
G. C. McDade*	Hantsport	L. R. Shaw	Halifax
K. W. McGrail	Halifax	D. Steele	Sydney
G. P. Miller**	Halifax	J. W. Stewart	Moncton

SEGMENT COMMITTEES

TEXTILES AND CLOTHING

A. D. Brannen	Truro	C. E. Lewis	Truro
D. M. Cain*	Yarmouth	J. D. MacDonald	Windsor
R. S. Chisholm	Stellarton	R. L. Marshall	Truro
J. R. Creaser	LaHave	E. J. Murphy	Halifax
E. C. Doyle	Truro	S. L. Nauss	Riverport
S. Gilis	Yarmouth	P. G. Stucchi	Stellarton
J. L. DeGooyer	Yarmouth	H. L. White	Truro

BAKERIES, BEVERAGES AND CONFECTIONERY

M. S. Bezanson	Berwick	C. L. Norwood	Bedford
R. E. Drover**	Halifax	P. W. Oland	Saint John
E. J. Gerrard	Halifax	E. L. Otto	Halifax
D. L. Harlow	Bridgetown	D. E. Sawyer*	Halifax
D. M. MacKillop	Pictou		

Appendix A

METAL PRODUCTS, INCL. TRANSPORTATION EQUIPMENT

C. A. Annand	Truro	J. R. Matheson	Halifax
A. W. Churchill**	Halifax	W. L. Monck	Trenton
M. F. Dean	Dartmouth	C. N. Murray	Sydney
R. Drew	Truro	W. G. Odette	Dartmouth
D. A. Eisenhauer	Lunenburg	C. P. Roper*	Halifax
J. J. Kinley, Jr.	Lunenburg	J. C. Scott	Halifax
L. F. MacKay	Halifax	F. N. Tibbo	New Glasgow

MINERALS AND CHEMICALS

H. F. Coughlan	Halifax	S. J. Hughes**	Halifax
W. F. Dauphinee	Halifax	S. G. Johnson	Windsor
J. E. Dawe, Lower Woods Harbour		L. R. Shaw*	Halifax
J. J. Dyer	Dartmouth	R. C. Tibbetts	Stellarton

OTHER PRODUCTS

A. H. Doane	Truro	G. C. McDade*	Hantsport
R. J. Dockrill	Halifax	J. M. Murphy	Truro
F. W. Doyle	Halifax	L. J. Smith	Halifax
T. K. Guildford	Dartmouth	L. F. Stewart	Halifax
S. R. Hayden	Berwick		

SERVICES

R. B. Killam*	Yarmouth	W. R. Griffin**	Halifax

Note: Sector and segment committees have not yet been organized.

TOURISM

SECTOR COMMITTEE

E. S. Atkins	Truro	R. S. Longley	Wolfville
J. W. Brayley	Halifax	H. L. Lynch	Yarmouth
J. B. Bugden	Halifax	Mrs. A. MacAulay	Halifax
E. B. Edwards	Halifax	J. D. McIntyre	Halifax
E. F. Eisner	Middleton	Mrs. F. E. Merchant	Mahone Bay
R. F. Eisner	Middleton	J. R. Mills	Halifax
H. B. Elliot	Halifax	W. F. Parks	Lochaber Mines
C. B. Ferguson	Halifax	F. H. Patterson	Truro
C. D. Fraser*	New Glasgow	R. A. Pepper	Halifax
J. R. Gale	Halifax	A. D. Perry	Louisbourg
Mrs. M. P. Gott	Smith's Cove	G. J. Redmond	Halifax
J. F. Hirtle	Bridgewater	P. W. Strange	Shelburne
R. B. Horne	Enfield	A. Thomson	Truro
H. A. Johnson	Halifax	R. S. Watson**	Halifax
E. S. Lloyd	Sydney		

SEGMENT COMMITTEES

ACCOMMODATIONS AND FOOD SERVICES

C. W. Bell	Truro	R. F. Hudson	Baddeck
W. T. Bell	Dartmouth	A. J. Masland	Chester
Mrs. A. E. E. Blackburn	Old Barns	Dr. W. MacIsaac	Margaree Forks
E. B. Edwards	Halifax	R. L. MacKay	New Glasgow
E. F. Eisner*	Middleton	Miss J. Ross**	Halifax
H. B. Elliot	Halifax	Mrs. L. M. Toward	Baddeck
R. F. Fiske	New Glasgow	W. V. Troupe	Digby
J. C. Goodwin	Amherst	G. M. Wadds	Liscombe Mills
G. W. Hansen	New Minas		

ENTERTAINMENT AND RECREATION

J. F. Hirtle*	Bridgewater	J. D. McIntyre**	Halifax
H. R. Hollis	Pugwash	B. J. Walters	Lunenburg
N. W. Jannasch	Halifax	W. A. Speed	Halifax
H. F. Lewis	Sable River		

Appendix A

PROMOTIONAL SERVICES

J. B. Bugden	Halifax	R. L. MacKay	New Glasgow
S. R. Fraser**	Halifax	G. H. McDuffie	Selma
J. R. Gale	Halifax	R. H. Moffatt	Kingston
L. K. Hill	Middleton	J. M. Murphy	Truro
J. C. Kernick	Yarmouth	E. C. Parsons	Windsor
E. S. Lloyd*	Sydney		

SHOPPING AND PERSONAL SERVICES

Rev. G. P. Allen	Truro	S. L. Miller	Halifax
Mrs. A. MacAulay	Halifax	R. A. Prest	Halifax
J. F. MacCormick**	Halifax	J. R. H. Sutherland*	New Glasgow
Mrs. R. O. McCurdy	Truro		

SCENERY AND TRANSPORTATION

A. E. E. Blackburn	Old Barns	A. M. MacLeod	Sydney
R. Bowman	Halifax	Mrs. J. A. McLean	Eureka
R. R. Buchanan	Halifax	R. E. Mathers	Halifax
C. D. Chisholm	Halifax	R. A. Pepper*	Halifax
C. D. Fraser	New Glasgow	H. D. Robertson	Halifax
L. K. Hill	Middleton	R. J. Walker	Halifax
J. J. Kerr**	Halifax		

TRANSPORTATION AND COMMUNICATION

SECTOR COMMITTEE

A. G. Archibald	Halifax	M. W. Knowles	Sydney
J. M. Bourinot	Arichat	W. J. F. Kontak	Antigonish
C. D. Chisholm	Halifax	D. R. McDermaid	Halifax
C. S. Clancy	Halifax	A. J. MacDonald	Glace Bay
J. J. Cole	Halifax	D. MacIsaac	Sydney
R. K. Cook	Lunenburg	R. M. March	Halifax
H. C. Cowperthwaite	Halifax	J. R. Mitchell	Halifax
F. J. Cragg	Halifax	C. W. Moffatt	Sackville
J. G. Davis	Moncton	R. S. Morton	Dartmouth
C. S. Dickson	Moncton	C. A. Moulton	Halifax
F. W. Doyle	Halifax	H. Oyler	Kentville
G. P. Glyde**	Halifax	G. A. Powell	Kentville
W. B. Greenwood	Halifax	O. B. Pulsifer, Jr.	Halifax
R. R. Hannah	Sydney	C. Thompson	Middleton
D. J. Hubley	Shubenacadie	G. C. Thompson*	Halifax
E. R. Johnson	Sydney	R. J. Tingley	Moncton

SEGMENT COMMITTEES

AIR TRAVEL

C. R. Baxter, Jr.	Halifax	B. B. Hanson	Halifax
C. D. Chisholm	Halifax	G. A. Johnson	Elmsdale
H. W. Clark	Halifax	R. I. Laidlaw	Halifax
J. J. Cole*	Halifax	W. F. Napier	Halifax
F. J. Connolly	Halifax	J. L. Shanahan	Sydney
E. C. Dauphinee	Halifax	C. Steel	Watervale
P. M. Emmerson	Halifax	C. A. Stokes	Halifax
R. J. Ferguson	Dartmouth	W. V. Gordon, Jr.	Halifax
K. Forde	Gander	C. A. Waterhouse	Dartmouth
G. P. Glyde**	Halifax		

COMMUNICATIONS

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F. W. Doyle	Halifax	D. H. Orr	Halifax
W. F. Harvey	Truro	O. B. Pulsifer, Jr.	Halifax
W. J. Henry	Halifax	J. R. H. Sutherland,	New Glasgow
L. A. Knoke**	Halifax	M. W. Wallace	Halifax

Appendix A

MOTOR VEHICLE

C. Allen	North Sydney	R. McKay	Newport
P. H. Bourgeois	Cheticamp	D. G. Parker	Bridgewater
L. D. Cole	Tatamagouche	P. Rand	Cambridge Station
H. Corkum	Auburn	C. F. Robinson	Shubenacadie
J. P. Carroll	Dartmouth	E. Robinson	Shubenacadie
J. F. Cragg	Halifax	E. Shutt	Moncton
G. M. Gates	Port Williams	D. F. Stewart	Stellarton
E. B. Hill	Truro	C. Thompson	Middleton
D. J. Hubley	Shubenacadie	G. H. Thompson	Halifax
R. E. Judge	Halifax	N. Tomada	Glace Bay
J. A. LeClair	Truro	L. G. White	Halifax
C. W. Moffatt**	Sackville	L. C. Young	Halifax
C. A. Moulton	Halifax		

RAILWAY

A. L. Bates	Moncton	G. N. Langley	Moncton
C. S. Clancy**	Halifax	W. H. MacKenzie	Halifax
H. C. Cowperthwaite*	Halifax	G. A. Powell	Kentville
J. G. Davis	Moncton	R. J. Tingley	Moncton
J. C. Irvine	Halifax		

SHIPPING

J. K. Bell	Halifax	G. N. Langley	Moncton
L. G. Bishop	Hantsport	C. R. Lorway	Sydney
A. E. Calkin	Kentville	R. M. March*	Halifax
C. S. Clancy	Halifax	J. A. Marsters	Halifax
S. C. Clowser	Halifax	H. I. Mathers	Halifax
G. K. Cox	Kentville	H. C. Milroy	Halifax
T. A. Curry	Halifax	J. W. E. Mingo	Halifax
R. W. Davidson	Halifax	J. R. Mitchell	Halifax
G. P. Glyde**	Halifax	D. A. Mosher	Halifax
W. Hall	Halifax	H. Oyler	Kentville
L. Himmelman	LaHave	D. Scouler, Jr.	Halifax
H. W. W. Hyson	Halifax	F. W. Walsh	Kentville
K. B. Karlsen	Halifax	H. A. Woodly	Halifax

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Mrs. W. E. Colpitts ..... Bedford
M. D. Harvey ..... Newport
D. H. Johnson ..... Halifax
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A. D. Nicholson ..... Sydney Mines

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Prof. E. F. Chatterton .. Wolfville
C. S. Dickson ..... Moncton
Prof. J. F. Graham ..... Halifax
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Prof. H. Jain ..... Halifax
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Dr. W. A. Bridgeo ..... Haliafx
C. R. Brookbank ..... Halifax
A. J. Bruneau ..... Dartmouth
J. R. Cameron ..... Dartmouth
E. H. Collins ..... Halifax
Cmdr. D. R. Dawson ..... Halifax
J. E. Deagle ..... Halifax
F. W. Doyle ..... Halifax
Dr. W. R. Ford ..... Dartmouth
H. G. Grassby ..... Dartmouth
Captain J. Hansen ..... Pictou
Dr. G. W. Holbrook* ..... Halifax
Dr. W. A. Jenkins ..... Truro
R. C. Jones ..... Stellarton
T. M. Jones ..... Halifax
J. H. Kane ..... Halifax
Dr. M. E. Keating ..... Halifax
R. C. Kerr ..... Halifax
A. G. Ley ..... Halifax
W. A. Logan ..... Halifax
L. F. MacKay ..... Halifax
G. L. Miller ..... Halifax
W. D. Mills ..... Halifax
W. A. Moore ..... Stellarton
H. M. Nason ..... Halifax
Dr. J. P. Nowlan ..... Halifax
W. Pigdon ..... Dartmouth
D. Scouler, Jr. ..... Halifax
L. R. Shaw ..... Halifax
F. S. Shea ..... Stellarton
H. J. Somers ..... Halifax
R. C. T. Stewart ..... Halifax
Prof. J. B. Ternan** ..... Halifax
Dr. W. R. Trost ..... Halifax

Appendix A

INDUSTRIAL RELATIONS ADVISORY COUNCIL

B. D. Anthony	Sydney	J. R. Lynk	New Glasgow
F. M. Covert	Halifax	J. D. Macdonald	Windsor
J. H. Delaney	Glace Bay	C. A. Moulton	Halifax
R. A. Doyle	Halifax	R. G. Smith	Halifax
A. R. Harrington	Halifax	G. D. Stanfield	Halifax
F. C. Hudson	Bedford	D. Steele	Sydney
E. V. Johnston	Sydney		

B

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AGRICULTURE SECTOR RECOMMENDATIONS

1. The Nova Scotia Department of Agriculture and Marketing should proceed to institute a policy for a defined period of assistance in the purchase of suitable fertilizers for forage and grain crop production.

2. The limestone assistance policies should be continued to encourage the production of top quality forage and grain.

3. The present excellent soil testing, soil management and crop production advisory services, as offered by the Nova Scotia Department of Agriculture and Marketing, should be expanded to provide even more information and assistance for Nova Scotia farmers in planning their crop production programmes.

4. An extensive programme should be initiated to rid, control or prevent severe diseases which are seriously affecting hog production.

5. A permanent feed freight-assistance policy should be established which would give the farmers of Nova Scotia coarse grains and other required supplements at a figure equal to prices in other parts of Eastern Canada for the same livestock requirements.

6. There should be registration of packers and truckers of horticultural products under the authority of the Fruit and Vegetable Regulations of Nova Scotia.

7. A study should be conducted into the possibility of setting up a marketing plan, whereby the Montreal egg market shipments would not control the price received by Nova Scotia producers.

8. During the months of May, June and September the instructors at the Nova Scotia Agricultural College should visit the high schools throughout the province and explain to senior students the opportunities of a farming career once sufficient training has been acquired in farming technology and in the principles of business management.

9. The Nova Scotia Department of Agriculture and Marketing should be requested to form an Economics Division to work with existing divisions of the department and other research agencies, and with representative groups of farmers, processors and distributors, to conduct the necessary studies pertaining to the general aims as stated in the preamble,

namely: the aims for economic planning for the agriculture sector should be to create a more prosperous agriculture. Some of the factors which are preventing the realization of these aims are:

(a) small average size of farm units,

(b) lack of technical knowledge and management skills on the part of present operators,

(c) lack of co-ordinated marketing policy, and

(d) lack of proper emphasis on maintaining soil fertility.

10. In respect to farm credit:

(a) The Nova Scotia Department of Agriculture and Marketing should prepare a pamphlet clearly outlining all forms of credit presently available to farmers.

(b) The facilities of the Nova Scotia Land Settlement Board and Farm Credit Corporation should be enlarged to include credit assistance to greenhouse operators, rather than have this continue under the jurisdiction of the Nova Scotia Department of Trade and Industry.

(c) Chartered banks should employ district field men to better supervise farm loans.

(d) The Provincial Government should negotiate with federal authorities on the possibility of combining the efforts of long-term credit agencies under provincial jurisdiction while drawing funds from federal sources.

11. In respect to swine:

(a) A continued and expanded educational programme should be carried out concerning all phases of the swine industry.

(b) The premium or bonus policy should be continued on quality hogs.

12. A financial assistance programme should be initiated to aid the apple industry in the planting of a minimum of one thousand additional acres in apple trees.

13. The five segment committees should remain active to give support to their recommendations, and to generate active support in their particular industry organizations for the programme of Voluntary Economic Planning.

CONSTRUCTION SECTOR RECOMMENDATIONS

1. The allocation of funds for building and engineering projects should be made early enough to permit all preparatory planning to be done so that tender calls can be made throughout the year rather than in the summer and fall as is now often the case, thus providing for better planning by the industry and greater use of available labour.

2. Long range programming of all heavy construction and road-building projects should be undertaken by all levels of government for the next ten year period.

Furthermore, those departments of the government responsible for this work should immediately undertake surveys to determine the number of projects required to be carried out within the next ten year period, and a programme should be drawn up for the completion of the work in order that the dollar volume per year, and the type of work undertaken, would be approximately the same in each of the years in the programme. Particular attention should be given to scheduling work in order to minimize fluctuations in manpower requirements. It is suggested that the co-operation of the Federal Government departments (National Defence, Public Works, Transport) be solicited in the same manner, and that the Nova Scotia Department of Municipal Affairs in conjunction with the Nova Scotia Water Authority, be asked to undertake a similar survey to determine the ten year requirements in the province for municipal water and sewer construction.

3.* It should be determined what duplication exists in road building equipment owned by the Nova Scotia Department of Highways and private contracting firms and what amount of machinery presently owned by contractors could be used by that department.

4. It can be shown from figures published by the Dominion Bureau of Statistics that the value of construction work performed in Nova Scotia by each employee is below that of the corresponding figure for all Canada. This is largely due to the more heavily capitalized operation at the national level and to the smaller seasonal fluctuations in employment across Canada. The level of productivity in the industry can be raised however, by earlier scheduling and calling of work, by better organizational planning on the job, by improved manpower planning, by more supervisory training and development and by making every effort to avoid delays due to slow material delivery.

5. One of the major deterrents to progress in the Nova Scotia building industry is the difficulty with which construction firms are confronted in satisfying the large number of different building by-laws that govern use, location, structure and installations in any type of new building. All municipalities in Nova Scotia should adopt the abbreviated form of the National Building Code of Canada, and accept its latest amendments and revisions as they are published.

6. Members of the construction industry should be prepared to assist customers by advising them as to available money sources. This should be a customary practice in the construction field just as it is in other consumer markets.

7. The building industry should adopt more widely the system of modular measure, which makes possible the dimensional co-ordination of materials of construction so that mass-produced materials can be incorporated in a structure without modification.

8. In addition to the foregoing, the Construction Sector Committee has received proposals from the segment committees on the following: education of construction personnel, changes in the tax structure, and updating of the Lien Act. It is understood that the Planning Board is preparing a submission of fairly broad scope on the educational programmes and on taxation. The Lien Act should also come under review. As far as the construction industry is concerned, the implications should be considered by the Board in preparing its submission on these topics.

9.* An independent survey should be made by a recognized authority to which industry could make representation and which would ascertain whether or not construction and maintenance work presently being done by provincial and municipal government departments could not be carried out more economically by private industry.

10. Construction firms are eligible for a rebate of a portion of the hospital tax levied on materials used. The present method of calculating this rebate is considered to be a much-involved procedure and the associated auditing of company accounts can cause considerable delay in the settlement of payments between general contractors and sub-contractors. It is recommended that a more simplified method of calculating this hospital tax rebate be developed.

11. The housing construction industry in Nova Scotia is confronted with many peculiar problems which are, by their nature, regional rather than national. The Nova Scotia Research Foundation, in consultation

with the National Home Builders Association, The Nova Scotia Association of Architects and Central Mortgage and Housing Corporation should institute a programme of research and development to determine means of reducing housing construction costs in Nova Scotia. The programme should particularly investigate the following:

(a) the design factors which are in harmony with the climatic, topographic and social conditions pertinent to Nova Scotia,

(b) the building materials which are native to this province or are processed here, and

(c) the education of house builders and consumers with regard to the type and application of construction materials and components available locally.

12. A Director of Housing should be appointed who would be responsible to a particular minister and be charged with co-ordinating and implementing all those activities concerned with land use, housing, highways in urban areas, urban renewal, public housing and other matters related to the house-building industry.

13. The various associations and trades of the construction industry, particularly the general contractors and the house builders, should maintain a continuing up-to-date directory of information on provincial and municipal construction regulations, as they apply throughout the province. This directory should serve as a guide to the procedures required to secure necessary construction permits with minimum delay.

*—Referred back to sector for industry self-implementation.

Appendix B

FISHERIES SECTOR RECOMMENDATIONS

1. Representatives of industry and government should meet for the purpose of establishing a programme of on-vessel training for those fishermen who cannot attend the Pictou school. The Board directs this recommendation to the Inter-departmental Advisory Committee on Manpower Research.

2. Immediate study by industry and government should be given to up-grading the presently proposed qualifications for licensing skippers, mates and engineers; a definite date should be established for the implementation of these qualification requirements. The Board directs this recommendation to the Inter-departmental Advisory Committee on Manpower Research.

3. An extension service should be established within the Nova Scotia Department of Fisheries.

4. To expand the supply of raw material, new fishing grounds should be sought and research work conducted into the greater utilization of other species, such as dogfish and shark. Furthermore, advantage should be taken of lucrative shellfish markets by increasing the yearly production of these species through research and development in the fields of nutrition, disease, reclamation of stocks from polluted areas, transplantation and other factors pertinent to "farming". The Board directs this recommendation to the Fisheries Research Board.

5. There is need for the development of new techniques and equipment in conjunction with more research into the life cycles and habits of fish, especially in the field of the location of fish populations at certain times of the year. A step in this direction would be the increased use of the federal research vessel A. T. CAMERON and a similar ship about to be built. These vessels should do more reconnaisance of the whereabouts of fish and communicate this information immediately to the Canadian fishing fleet.

6. While useful beginnings have been made in joint industry-government research and development work, considerably more emphasis should be placed on these efforts in the future.

7. Canada lags behind its competitors in the development of new gear and fishing techniques. It is agreed that the best approach to this problem is to combine the efforts of government and industry in an expanded programme of development and adaptation of new gear and techniques

for the Canadian fisheries. One specific experimental technique which should be developed further is the use of the mid-water trawl.

8. The possibility of increasing the development of the Nova Scotia offshore herring fisheries should be investigated as a means of furthering the by-products industry.

9. A study should be initiated to establish the amount of waste presently available which is not reaching the by-products industry. It should be determined if this waste may be economically used in the industry. The Board directs this recommendation to the Nova Scotia Research Foundation.

10. A programme of formal training in broad job principles for foremen and supervisors should be established. Such a programme would be of decided value in up-grading this class of employee in the fish-processing industry. The Board agreed that this recommendation should be directed to the Work Study School and also to the Inter-departmental Advisory Committee on Manpower Research.

11. To solve the problem of over-capitalization in the lobster fishery, the Canada Department of Fisheries should be asked to organize a series of district meetings to discuss the problem and to make recommendations for further discussion at a general meeting. Representatives of the processors, as well as the fishermen, should be invited to attend. A survey should then be carried out by zones to ascertain the opinions of the fishermen with regard to the limitation of the number of traps and other possible recommendations. If favourable, steps should be taken to pass legislation to enforce same. If unfavourable, steps should be taken to educate the fishermen with the ultimate view of voluntary enforcement.

12. The Nova Scotia Department of Fisheries should establish and maintain a registry of the provincial fishing fleet to record the size, capacity, type, age, value and number of men employed for each vessel. A similar registry should also be established for fish-processing plants to record similar pertinent information.

13. A study should be initiated by the Fisheries Research Board to provide more details concerning the possibilities of further developing the liquid nitrogen freezing process for use in the Nova Scotia fish-processing industry.

14. The existing British West Indies Trade Agreement should be renegotiated with a view to the development of maximum salt fish markets, not only in the British West Indies but in the entire Caribbean area.

15. Detailed studies should be initiated to develop new uses and markets for fish by-products.

16. Study should be given to improving methods of handling fish from ship to shore as this is a possible area for production cost reductions. The Board agreed that this matter should be directed by the sector committee to the Work Study School.

17. The Provincial Government should discontinue any further financial assistance for the installation of fish dryers.

18. The present action of the Canadian Hydrographic Service, which is now preparing new charts for fishermen, is endorsed: these charts should be completed as soon as possible.

19. The Canadian Committee of Oceanography should watch the progress of research by the National Institute of Oceanography in England, since this research should prove extremely valuable to Canadian fishermen.

20. Starting with an official opening, the Provincial Government should institute a programme to publicize the training facilities available at the fisheries school in Pictou.

21. A fishing industry representative should tour the province's vocational schools to describe the opportunities of a career in marine engineering to the graduating classes.

22. A team of industry and government representatives should give talks at regional high schools in the province on opportunities in the fishing industry.

23. The Pictou fisheries school should concentrate on up-grading those men already in the industry. New candidates for this school should have some prior fishing experience. The Board agreed that this matter should be directed by the sector committee to the Inter-departmental Advisory Committee on Manpower Research.

24. When the Transportation Sector Committee is studying the transportation problems of other sectors, the problems of the fisheries sector should be included.

FORESTRY SECTOR RECOMMENDATIONS

1. (a) The Nova Scotia Department of Lands and Forests with the co-operation of the Canada Department of Forestry, should take inventory of the province's forests to provide a reliable estimate of the volume of sawtimber, pulpwood and other products available now and for continuous maximum production.

   (b) This inventory should be based on new air photography and both be started in 1964 and completed by 1966 and prints be made available for purchase.

   (c) The most modern and efficient photo-interpretation techniques should be used with adequate forest sampling.

   (d) The Canada Department of Forestry should be requested to test immediately the validity of the yield tables developed by the Nova Scotia Department of Lands and Forests, which have been designed to be used for projecting yields and for estimating allowable cuts.

   (e) The Nova Scotia Department of Lands and Forests should institute a system of forest inventory which would be continuous, that is a certain area of the province should be completed each year, the first cycle to be completed in seven years.

   (f) The initial inventory and forest yield report should include a statement of present and anticipated merchantable volume by species and utilization classes.

   (g) The Nova Scotia Department of Lands and Forests should maintain a record by counties of the annual cut, including a statement of the total cut of all products in cords per acre of productive forest land.

2. The Provincial Government should draw up cutting practice regulations, form forest district boards to determine local cutting practices, initiate re-planting schemes for areas on which regeneration of desirable species does not occur and reform municipal forest taxation laws and rates.

3. The Nova Scotia Voluntary Planning Board appointed a special committee to study municipal forest taxation and was charged with the task of preparing a new or improved system of forest taxation. The committee was directed to report to the Board within a period of nine months. Representation on this committee includes appointees from

the Union of Nova Scotia Municipalities, the Department of Lands and Forests, the Department of Municipal Affairs, The Nova Scotia Association of Assessing Officers, The Nova Scotia Forest Products Association and the Nova Scotia Section of the Canadian Institute of Forestry.

4. A study should be carried out to ascertain the potential amount of sawmill residue available to the pulp and paper industry.

5. A study should be conducted concerning the movement of forest products within Nova Scotia from the woods to the delivery of the final product.

6. The Provincial Government urges the federal authorities to maintain national parks' forests in a healthy condition, as far as practicable, on the same basis as in national parks elsewhere in Canada. In doing this, merchantable forest products removed from the parks should be made available to local forest industries.

7. The Nova Scotia Department of Lands and Forests should continue with the establishment of a model sugar bush and processing plant; this should be supplemented by an information and education service directed to present and potential operators.

8. The Provincial Government should immediately begin purchasing fresh and salt marsh areas to ensure preservation of waterfowl.

9. The Provincial Government should encourage and assist Ducks Unlimited and other organizations in the development of these acquired marshes.

10. A public education programme of reasonable cost should be instituted immediately, designed to foster the interest and co-operation of the general public in wildlife conservation and management.

11. Future big-game herd management should be conducted under the direction of game biologists employed by the Nova Scotia Department of Lands and Forests. These biologists should be authorized and enabled to continue studies in all areas under their jurisdiction. All season dates, bag limits and other pertinent big-game regulations should be set in late spring by Order-in-Council and based on recommendations of wildlife biologists, after sufficient time has elapsed for assessment of the previous season's winter harvest and deer herd wintering success.

12. There should be an experimental, controlled moose season to harvest 100 to 200 moose from central counties. Licenses should be selected by lottery.

13. Increased emphasis should be given to moose research and herd management.

14. The bounty on bear should be abolished and this animal classified as big game with appropriate hunting seasons and bag limits.

15. The Tobeatic Sanctuary boundaries should remain unchanged and the Sanctuary converted to an experimental game management area.

16. The Nova Scotia Department of Lands and Forests should control all hunting and trapping activities and access to the Tobeatic Sanctuary.

17. Agreement should be reached with Bowaters Mersey Paper Company Limited and all other land owners for controlled access to Tobeatic Sanctuary for hunting and trapping.

18. Enabling legislation should be enacted to secure the necessary control as envisioned in 16 and 17 above.

19. The Chignecto and Liscomb Sanctuaries should be converted to game management areas under control of the Nova Scotia Department of Lands and Forests. Such control should cover hunting and trapping seasons, bag limits and number of entries.

20. The present status of Waverly Sanctuary should remain unchanged.

21. The present fish conservation and development programmes should be reviewed in order to assess the results of past expenditures.

22. Mink ranching should be placed under the jurisdiction of the Nova Scotia Department of Agriculture and Marketing.

Appendix B

MINING SECTOR RECOMMENDATIONS

1. A representative from the Mining Sector Committee should be appointed to the Transportation Sector Committee to ensure that transportation problems relating to coal will receive attention.

2. Smaller independent coal operators should not be prevented from continuing work if they help to alleviate local pockets of unemployment and service a market that would otherwise be lost to coal.

3. In view of efforts now in hand to stabilize the deep mining of coal and the markets concerned, strip mining should be considered only in the distant future, and then only if altered conditions warrant such practices.

4. The Provincial Government should be requested to ensure that supervision and a measure of control be exercised over any public funds advanced by it to the coal-mining industry.

5. Maximum benefit cannot be derived from increasing mechanization in coal mines unless the skills of both mining crews and of supervisory staffs are developed commensurately. The initial training programme for miners now being sponsored by the Dominion Coal Company Limited, the Nova Scotia Department of Education, the Dominion Coal Board, the Nova Scotia Department of Mines and the Canada Department of Labour is commended. The need for continuous additional training for miners and officials at various levels of responsibility is stressed. Provision should be made in the technical schools of Cape Breton for establishment of a permanent technical training section designed to provide the necessary backgrounds and skills for men in industry. Such technical training would be similar to that provided in Ontario by the Haileybury School of Mines, with emphasis changed to meet local needs.

6. Preliminary sparker work was done by the Nova Scotia Research Foundation in 1964 to map the continuity of coal seams: this work should be continued and extended both on the west coast of Cape Breton Island between Port Hood and Chimney Corner and on the east coast between Point Aconi and Cape Morien.

7. The Fuels and Mining Practice Division of the Canada Department of Mines and Technical Surveys should be requested to undertake fundamental research on extractive methods beyond any known at present.

8. The intensive efforts of the Nova Scotia Department of Mines and the Nova Scotia Technical College to ensure that Nova Scotia coal is

utilized for heat and power in combustion chambers designed to give maximum efficiency should be continued and extended to ensure the retention of existing coal markets as far as possible.

9. The Nova Scotia Technical College should be requested to institute research into the use of Nova Scotia peat moss for the pelletizing of iron ores.

10. Studies should be made in conjunction with the fishing and the agricultural industries to determine the economic feasibility of producing fertilizers from peat moss and fishery waste. The Nova Scotia Research Foundation should be asked to institute these studies.

11. The Nova Scotia Research Foundation should study possible additional uses for anhydrite.

12. (a) The Canada Department of Transport should be requested to investigate the possibility of improving and deepening the Walton harbour facilities sufficiently to accommodate 6,000 to 10,000 ton ships.

(b) No additional royalties, port or wharfage charges should be imposed on the operations of this industry.

13. A continuing survey should be made of potential markets for Nova Scotia's minerals, and for processed chemicals or materials that can be derived from these. This survey should be directed by a mineral economist of ability who would be attached to the Nova Scotia Department of Mines staff.

14. A ten-year period of exploration by the Nova Scotia Department of Mines should be begun in the Cape Breton National Park to determine if any areas should be taken out as mineral land. Any areas released for mineral development would be replaced by equivalent areas such as Cape Smokey.

15. Existing development agencies should be encouraged to assist private enterprise with the dual problems of access roads and power installation, wherever warranted by the interests of the provincial economy, on a basis similar to that which is already available in other areas of the economy.

16. The inventories of industrial minerals, including water, now underway and planned by the Nova Scotia Department of Mines, together with the necessary laboratory work to back up field observations, should be accelerated as rapidly as staff can be secured and integrated into such a programme.

17. *The importance of specifying quality controlled construction aggregates in accordance with accepted building codes should be stressed to all concerned with their use.

NOTE: The following are extracted from the Board's Special Committee on Coal Report which is reproduced in Appendix C.

18. Continuing subventions for coal are vitally necessary.

19. The Federal Government should be urged to make long-term commitments regarding coal subvention policies in order that the marketing situation may be sufficiently stabilized to permit sound, long-range planning.

20. Federal Government assistance is necessary for the immediate rehabilitation of the existing coal mines and the development of a new mine at Lingan.

21. It is recognized that the Nova Scotia coal problem is a social as well as an economic problem and that labour force reductions over time are inevitable. It is recommended that:

(a) Where technological change is planned that will cause unemployment, prior knowledge of such plans should be available to the employees.

(b) Planning for the orderly re-employment of any displaced labour must be emphasized and should begin at once.

(c) Displaced worker retraining programmes should be instituted.

(d) Where necessary, relocation transportation for the worker and his family should be provided.

(Recommendation 21 is a combination of recommendation No. 7—Mining Sector Report—as passed by the Planning Board and recommendation No. 4—Special Coal Committee Report)

22. After a full review of all available information and with due regard to the strong coal market outlook to 1972 it was found that production targets cannot be set at this time with any degree of exactness. For this interim period, therefore, an annual production target of 4.5 to 5.0 million tons should be planned together with a further up-grading of average mine productivity to 4.5 tons per man day.

* This recommendation referred back to sector for industry self-implementation.

POWER SECTOR RECOMMENDATIONS

1. A committee comprising business, labour, government and electrical utility representatives should be appointed to study proposals for a programme of uniform rate forms, regulations and billing on a provincial basis. The submission of such a programme should be made to the Board of Commissioners of Public Utilities and implemented by January, 1969.

2. While realizing that excellent work is being done in the field of public relations by some of the electric utilities, it is drawn to the industry's attention that there are areas where emphasis needs to be placed. The following should be considered as guide lines by any or all utilities:

(a) Applications for electric service should be made as easy as possible. In this connection, collection of security deposits should be eliminated except in the case of high risk undertakings.

(b) Utilities should maintain trained qualified personnel in their public relations and commercial departments to supervise customer contact work, the counselling of customers on services available, the provision of engineering advice, the promotion of off-peak power use, and to promote electric space heating for both homes and commercial establishments.

(c) Each utility itself must achieve the reputation of being a good corporate citizen in the communities it serves. This cannot be accomplished by willingness alone. It must be done by deeds performed over a long period of years. It requires planning, time, effort and money. All employees should be encouraged to take an active part in community affairs and organizations.

3. Thermal power plants should be located in the most economical production cost areas, balancing transmission costs against fuel transportation costs.

4. Continued investigation and feasibility studies should be made regarding the possible extension of the inter-provincial grid to Prince Edward Island and the Atlantc seaboard of the United States.

5. All planning by the Nova Scotia electric utilities should be directed toward serving the electrical needs of Nova Scotia on an integrated basis.

6. To provide a more efficient overall power generation programme, Nova Scotia hydro sites should be developed where economy can be proven.

7. Utilities should undertake co-operative publicity campaigns to promote every practical use of off-peak power. Larger utilities should make available to smaller utilities the use of trained staff at reasonable rates to assist in the solution of customer relation problems and problems related to the economic use of power.

8. The Provincial Government should establish regulations covering the training, examination and certification of electricians to establish a minimum standard of qualification for the carrying out of electrical work in the province.

9. The electric utilities at present adhere to the Canadian Electrical Code as the local inspection standard. The inspection service, however, is not uniform throughout the province, varying greatly in different areas from extreme interpretation to outright laxity. An active central authority with qualified staff should be responsible for the overall administration of the code inspection service.

10. The appropriate Provincial Government body should conduct studies to determine the need for control and regulation of the gas industry in Nova Scotia with respect to public safety.

SECONDARY MANUFACTURING RECOMMENDATIONS

1. The Department of Labour, both provincial and federal, should promote more in-plant training in order to ensure that the labour force achieves a standard of proficiency in keeping with the latest technological developments. Inducement for industry to institute such a programme can be provided through tax concessions similar to the accelerated write-off presently applied to research and development expense.

The development of vocational and trade school curricula, in order to be consistent with the needs of industry, requires closer co-operation of educational and industrial leaders. There are many agencies presently engaged in preparing briefs concerning various aspects of the vocational education and apprenticeship programmes.

Some of the agencies which, in the coming months, intend to present briefs on education to the government authorities are:

Canadian Construction Association
Canadian Manufacturers' Association
Atlantic Provinces Economic Council

2. The highway system in the province is vital to the prosperity and economic growth of Nova Scotia and it is imperative that steps should be taken immediately to up-grade the main trunk network to all-weather standards. Also, the maximum load limits should be made consistent with those of neighbouring provinces and areas of the United States.

The urgent necessity for such a highway improvement programme cannot be over-emphasized when one considers the retarding effect of spring closure and long periods of reduced weight limits. Every effort must be made to bring about these improvements so that local firms will be able to serve the market more efficiently and to remove the need for maintaining large inventories during the spring closure periods.

3. In 1962 the Gill Commission recommended changes in the policies of the Unemployment Insurance Commission in order to reduce or eliminate the possibility of abuse by both employers and employees. The Gill Commission's recommendations pertain to the need for confining the plan to the payment of indemnity for wages lost by reason of failure to obtain employment. It was felt that the insurance plan should not become an income supplement nor should it pay benefits to seasonal workers during their off season when they have never worked in that period and do not intend to work.

The policies of the Unemployment Insurance Commission should be altered in accordance with the recommendations of the Gill Commission

in order to remove the possibility of abuse by unscrupulous persons. Inducements should be provided which would encourage the seasonally unemployed to prepare themselves for, and to seek, alternate employment during the off season.

4. Those employers in the province who require new skills within their manufacturing operations should endeavour to acquire these tradesmen from the Nova Scotia labour force through a programme of retraining.

There will be, however, increasing requirements for personnel in certain trades which cannot be fulfilled through the existing training facilities. The relatively small number of these special skills required will not justify a large expenditure for the appropriate training facility and, therefore, immigration of such skilled personnel from other provinces and other countries should be encouraged.

5. In current national and international business activities all smaller enterprises are seriously handicapped by their inability to take advantage of the highly developed and specialized management services employed by the larger corporations, with which they are in competition.

Smaller firms should take advantage of the many allied services offered by government, educational and industrial organizations to minimize this handicap.

In addition to these public services, management consulting firms are available for the analysis and solution of industrial problems. In cases where such services would be prohibitively expensive for one firm to bear alone, several firms facing similar problems should engage their services on a joint basis.

6. Smaller local industries are experiencing difficulties in competing against the more highly-developed and intensively-promoted products of the national and international corporations.

Nova Scotia firms should improve their competitive position by giving more serious attention to the standardization and improvement of product design, to preparation and distribution of adequate sales brochures and to aggressive personal contact sales promotion. In addition, maximum advantage should be taken of government-sponsored trade expositions both at home and abroad. Industrial organizations and the appropriate departments of both the Provincial and Federal Governments

are frequently able to provide much help in these matters at very modest cost.

7. The lack of adequate working and investment capital is severely handicapping industrial firms generally, and the smaller firms in particular. In many cases, smaller firms could qualify for more substantial loans from existing financial institutions if management were better able to prepare more detailed and reliable financial analyses of their firms' position and future potential. This inability frequently stems from insufficiently detailed records of past and current financial performance.

Firms experiencing difficulties in the acquisition of adequate working and investment capital should seek the advice and services of the many qualified men and organizations experienced in these matters when they are preparing applications for loans.

Appendix B

SERVICES SECTOR RECOMMENDATIONS

1. Voluntary Economic Planning Division should assign a staff member to work strictly on the economic implications related to growth in both education and health services. The responsibilities connected with the position should include an interpretation of the prospective growth of these two services in terms of provincial financial involvements, the impact of federal financial incentives on these services and the economic benefits to the province from this growth. It would be envisaged that the staff member would work closely with the other responsible provincial government departments, assisting them in the preparation of their plans and gaining assistance from the experience in these departments for the formulation of a more comprehensive plan for these services.

2. Voluntary Economic Planning Division should commission a study of all the so-called private services segments and groups within the services Sector. Particular attention should be given to the isolation of the variables affecting the growth or decline of those groups within these segments. Once the study is completed, volunteer committees should be formed to discuss the findings and to initiate economic planning.

TOURIST SECTOR RECOMMENDATIONS

1. A comprehensive research study into all aspects of the industry should be conducted immediately by an independent consulting firm under the sponsorship of the Provincial Government. It should include:

(a) A factual appraisal of the industry's value to the provincial economy, both in total and by breakdown into the pertinent elements.

(b) The establishment of industry trends, forecasts of industry growth and potential including the general barriers which the industry faces in reaching its full potential. One of the barriers which should be examined is the shortage of accommodation and food service facilities. It should be determined what areas are seriously affected.

(c) An opinion survey to learn tourist preferences and reactions.

(d) The establishment of standardized procedures for future data collection.

(e) Cost-benefit analysis of various aspects of the industry, equating future development costs with the resulting gains to the provincial economy.

(f) A survey to determine what are the province's major existing attractions, and the potential for new developments, e.g. the need and feasibility of establishing more "resort type" accommodations.

(g) An analysis of the Provincial Government administrative structure for the control and co-ordination of tourist development in the province and suggestions on how it might be improved.

(h) The preparation of a master plan for the rehabilitation and development of the industry and its promotion. Such a plan should include the designation of responsibilities and priorities for specific action in both the private and public spheres. It should include recommendations as to the most effective way of establishing overall authority.

2. Subject to the recommendations that will result from the study suggested above (1), it is considered that some increase in the central co-ordination of tourism is desirable in the Provincial Government organ-

ization. The form it should take should become evident as a result of the proposed study. It is clear, however, that the specific responsibilities of the Provincial Government should include:

(a) Preserving and up-grading the province's basic tourist attractions.

(b) Carrying out research to provide the answers needed for planning and the establishment of priorities within the sector and in relation to other sectors, and for public education.

(c) Assisting and advising in the development of quality accommodation and food service facilities.

(d) Co-ordinating public and private efforts, providing leadership, direction and a measure of control over the industry to encourage more desirable types of private development. It should have sufficient authority to protect the best interests of the industry to ensure maximum return to the provincial economy.

(e) Advertising and promoting Nova Scotia's basic attractions and assisting and co-ordinating the promotional campaigns of regional groups and private operators.

3. An educational manual should be prepared to inform prospective tourist operators on the following subjects:

(a) Availability and sources of capital.

(b) The industry's potential and attractiveness from the investment and career points of view.

(c) Locational guidance.

(d) Government rules, regulations and requirements.

(e) Pitfalls to be avoided.

(f) Minimum traffic requirements for successful operations.

In conjunction with the preparation of this manual the Provincial Government should undertake a study of both capital and operating costs for accommodation services. The study should include a comparison of accommodation operating costs and techniques and the break-even point for establishing new accommodations. The results should be an integral part of the manual.

4. The tourist season should be extended to include June, September and October by:

(a) Emphasizing September and October in promotion and advertising, and publicizing the dates of autumn colours.

(b) Keeping resorts, accommodations, museums, tourist bureaux, trailer parks, etc., open in these months.

(c) Having the Department of Lands and Forests restore stocks of game and fish to improve present hunting and fishing conditions.

(d) Increasing the emphasis on the promotion of salt-water fishing during these months.

(e) Keeping the government resorts open through the autumn and having the Department of Trade and Industry use the resorts as part of its training programme for people in the industry to give trainees practical experience.

(f) Promoting and organizing off-season packaged tours.

5. The Provincial Government should sponsor management seminars to be held in various parts of the province each year. They should be kept relatively simple at the start. Several suggestions are made to get the required participation:

(a) Attendance at such a seminar should be made a prerequisite for obtaining a license or listing in "Where to Stay".

(b) Experts should be sent to each establishment to demonstrate the value of such a seminar to the manager.

(c) Participating managers who believe in the need for the seminar should try to win the support of more reluctant operators.

6. Vocational schools should have a course in food service management for new entries into the vocation.

7. To improve the quality and to stabilize the supply of waitresses and other personnel in food services, a better image of the occupations is required as well as improved education. To achieve this:

(a) Wages and hours of work should be improved in the food service industry to attract the right type of personnel.

(b) Efforts should be made to change the concepts which the National Employment Service and vocational-guidance counsellors have of these occupations. The National Employment Service classes these people as domestics; there should be a separate classification.

The vocational-guidance counsellors in schools are reluctant to allow restaurateurs to speak to high school students about careers in the food service industry.

(c) Waitress training should be provided in vocational schools for those interested in a career in food services. A short evening course for those girls interested in summer employment as waitresses should also be organized by the province.

8. Cooks should be certified or licensed provincially by grades as in other types of technical trades.

9. Training of cooks:

(a) A system of apprenticeship for the summer months should be instituted as a part of their training programme.

(b) The Provincial Government should make a check on those cooks already trained under the present unemployment plan to find out how many have remained in food services. If the percentage is small, applicants should be properly screened for aptitude and interest before they are accepted for training.

(c) Arrangements should be made so that employers can send their cooks to refresher courses at vocational schools. Such courses should be set up in two-week blocks so that, by eventually completing a series of courses, a cook will be fully trained in all types of cooking.

10. The Services Sector Committee should study the needs of improved training for personnel (both management and employees) in the retail trades.

11. The Boards of Trade should organize and promote an educational programme at the local level to train retail trades personnel and all those who come in contact with tourists on how to greet, guide and inform them.

12. A public education campaign is required to impress and inform Nova Scotians, particularly those in retail trades, of their responsibilities toward their guests and the value of the industry to the province. Such a campaign should stress the monetary gains to be had by a conscientious discharge of these responsibilities.

13. To ensure a high uniform quality of tour guides, the Nova Scotia Travel Bureau should promote the establishment of a registered group of tour guides within the province. All guides should be well trained and advertised as available to all tour companies both on an area and provincial basis.

14. All promotional campaigns should be subject to continual review for misrepresentation of facts and the establishment of false images.

15. The themes "You Need Time to Enjoy Nova Scotia" and "Plan Your Holiday" should be stressed wherever possible, along with a realistic guide to the daily distances which can be travelled in Nova Scotia.

16. The elimination of wholesale co-operative advertising should be considered, particularly the Maritime Co-operative campaign. This type of advertising creates the wrong impression that the Maritime Provinces can be adequately seen in a short time.

17. Information and publicity on scenic areas and drives should include other areas as well as the several already well-promoted areas.

18. Sponsored orientation tours:

(a) More emphasis should be placed on inviting the staff members of travel agencies, rather than the travel agents, since the former make actual contact with prospective tourists.

(b) More sponsored orientation tours should be available to leading travel writers, public relations personnel, artists, and those influencing public opinion.

19. More co-ordination, control and possibly assistance is required in the preparation and distribution of regional and provincial brochures.

20. The Provincial Government should include a brief resume of key historic sites in the province on their road map. The list of historical plaques should be reprinted.

21. Local and regional tourist-promotion groups should provide area maps of uniform size which show all points of interest, tours and tourist facilities.

22. The publication "Where to Stay in Nova Scotia" should:

(a) Be severely edited to remove unnecessary description. Supplements should be published to keep it up-to-date during the year and distributed to tourist bureaux.

(b) Include the names of restaurants. Until the system of provincial licensing is established, those restaurants belonging to an accredited trade association should be listed in the back of the publication.

23. More effort and co-ordination is required to ensure that all bureaux receive adequate advance notice of all local and regional events.

24. More "educational" signs should be erected along the highways. The Department of Highways should be requested to post distinctive, descriptive signs pointing out attractions and local history which are both on and off the main highways. Signs should be placed far enough in advance of attractions to allow the tourist plenty of time to stop. There should be sufficient warning on by-passes and limited-access highways regarding the frequency of services on these roads. Signs on these highways should indicate where tourist bureaux, accommodations and other facilities are located. There also should be telephone facilities available immediately off these by-passes and limited-access highways.

25. Provincial tourist bureaux employees should:

(a) Attend a series of visitor-reception courses which should be established.

(b) Be requested to pass examinations pertinent to their work.

(c) Be qualified and prepared to collect, in a diplomatic manner, such statistical information as may be required.

26. A full-time co-ordinating officer should be employed by the province to assist in the welcoming of groups and V.I.P.s arriving by air, bus, train, and boat at Halifax as is done at other entry points within the province.

27. The province should investigate the feasibility of promoting the idea that tourists can motor or fly to Nova Scotia and return to eastern United States via sea.

28. Consideration should be given to conducting a departmental study on the possibility of developing a steamship cruise to and from Nova Scotia during the tourist season. If such a cruise were initiated, it should operate between the larger ports (e.g. Halifax-Boston-New York) where better facilities are available and where there are larger population concentrations.

29. Consideration should be given to:

(a) Attracting trans-Atlantic passenger-ships to Halifax during the summer while en route between New York and Europe.

(b) Encouraging more marine cruise "stop-offs" in Nova Scotia.

30. There is an immediate and urgent need to have all establishments selling and serving food to the public inspected and licensed on a provincial basis.

31. Hotel regulations should be enforced and establishments without licenses should not be permitted to operate. Such enforcement should be combined with an educational programme emphasizing pride in clean, well-kept establishments.

32. To improve the service to tourists, the following changes in the province's liquor regulations are recommended:

(a) Legislation and regulations concerning liquor plebiscites should be amended to permit the separation of (I) dining-room and lounge liquor privileges from (II) tavern privileges, on the ballots used in these plebiscites, as taverns cater chiefly to local residents while dining-rooms and lounges are more frequently patronized by tourists.

(b) There should be at least one retail liquor outlet open in each area after 6 p.m. from Monday to Friday inclusive and on Saturday afternoons, to meet the needs of local residents and the travelling public.

33. Based on the results of part of the study recommended in #1, regarding the shortage of accommodation and food service facilities, in certain areas of the province, the Provincial Government should take immediate action to encourage the increase of good-quality facilities in those areas where there is a need, by the following methods:

(a) Persons who have proven themselves to be good business managers and capable of providing good accommodation and food services (separate or attached), should be permitted to borrow up to 75 per cent of the cost of expansion for a period of up to 25 years from the Industrial Loan Board.

(b) If (a) fails to provide sufficient facilities the Provincial Government should consider building the accommodations and restaurants where necessary and then leasing them to capable operators.

34. Restaurants should be included in legislation for provincial loans.

35. The problems of lobster availability and high price have created a poor image of the province in the tourist's mind. To attempt to rectify this matter, a conference should be held between federal and provincial fisheries officials, pound operators, packers and representatives of the food service industry to discuss lobster availability and perhaps to make up a booklet explaining to the tourist the reasons for their scarcity and high price.

36. More attention should be given to tidiness and cleanliness along public rights-of-way and in towns by means of:

(a) An educational programme at all levels to convince the public of the need for improving the present conditions and to offer methods for cleaning up and maintaining highways, business and residential properties.

(b) More action and awareness on the part of local government regarding property improvement and general tidiness of the community is needed. Local organizations, such as Boards of Trade, should be encouraged to take more pride in their communities and to promote "clean-up", "paint-up" campaigns in their areas.

(c) A more vigorous enforcement of the Unsightly Premises Act.

(d) The placement of more litter containers adjacent to the main highways with identifying signs.

(e) The prominent display of more litter signs emphasizing violation penalties. Law enforcement agencies should be instructed to enforce Section 41 of the Highway Act.

(f) More care in cleaning up highways after construction and carrying out suitable landscaping. Provision should be made for this clean-up in the contracts with the construction firms.

(g) Efforts to enforce "no dumping" restrictions and cleaning up rubbish which has been dumped.

37. The Provincial Government should provide financial and technical assistance to the Women's Institute of Nova Scotia and the Nova Scotia Federation of Agriculture for their programme of rural beautification in the province, and the Department of Municipal Affairs should examine the problem of increased property assessments which is expected to occur as a result of improvements through this programme.

38. Highways should have more places where motorists can pull off the road for a short rest or to photograph the scenery (as on the Cabot Trail) and these turn-offs should be well marked. Adequate parking, rest rooms and other facilities deemed necessary should also be provided at heavily-visited major attractions.

39. To fill a need for expanded, good-quality camping sites in the province:

(a) The Parks Division of the Department of Lands and Forests should be provided with additional funds in order that it may rapidly complete its programme of establishing camping and picnicing sites.

(b) The fee for camping charged at national parks should be increased to make it comparable with that charged by the province and private operators, relative to the services provided.

(c) A programme of licensing and inspection of private camping facilities should be implemented by the province. The established requirements should be prior to their being listed in the government publication "Camp and Picnic Sites in Nova Scotia".

40. To fill a need for more recreational facilities for salt-water fishing, swimming, sailing and boating:

(a) Private enterprise should investigate the feasibility of establishing marinas under the recently announced Canada Department of Public Works policy pertaining to such facilities.

(b) The Department of Lands and Forests should be encouraged to provide a number of boat-trailer launching ramps at navigable streams and waterways, with convenient parking areas for trailers and towing vehicles. These ramps could be leased to concessionaires for sale of fuel, fishing supplies and food.

(c) Surf casting should be encouraged in the province.

(d) Salt-water fishing should be encouraged and facilities expanded. The Provincial Government should consider the provision of low-interest loans for outfitting boats.

(e) The Provincial Government should establish a programme for the acquisition of entries to beaches and for development of

beach facilities, similar to its programme for camp and picnic parks, for the benefit of visitors as well as Nova Scotians. In order that this may be done as quickly as possible, which the committee feels is desirable, the province should expedite the completion of the beach survey to determine the present situation and the needs for protection, as the present protection act appears inadequate.

41. Suitable crown land should be set aside, or suitable additional land should be obtained immediately for the future development of provincial parks, hiking and canoe trails.

42. More attention should be given to the value of historic sites and architecture along public highways and within communities to preserve early Nova Scotia culture. Government and local groups must play a role. The Provincial Government should appoint a knowledgeable group to review the complete history of Nova Scotia with the object of determining what is important in the province's history, and which physical remains should be restored or preserved. This study should include an inventory of the province's unique and historic buildings, and properties:

(a) Legislation should be enacted to prevent the demolition of these buildings and other historic objects or property without the consent of such a group.

(b) This group should assist or advise on the preservation and restoration of these buildings and properties.

(c) To encourage restoration and maintenance, financial grants or tax concessions should be considered.

43. Legislation should be enacted to effect zoning control over areas of historical interest. The land in the immediate vicinity of the Port Royal National Historic Park should be placed in such a zone, for example. The Provincial Government should control development within the zone to ensure that there will be no undesirable encroachments on the historic scene which would ruin its aesthetic qualities and atmosphere.

44. The present policies affecting the development of museums in Nova Scotia are inadequate. The following steps should be taken:

(a) A survey should be made of the existing museums in Nova Scotia to include such information as present facilities, costs, number of people employed, number of visitors and special problems.

(b) Legislation should be enacted, aimed at co-ordinating museum development and ensuring sufficient standards of operation and facilities.

(c) A committee (made up of museum representatives, tourist-development representatives and historians) should be established under government auspices to implement (b). The functions of this committee should include judgements on expenditure allocations for museum development and policy for the operation of provincial museums and historic sites.

45. Local business firms should be asked by the local tourist bureaux to conduct guided tours of their operations, especially in the summer. The tourist bureaux should then make a list of all industrial tours available and a composite list could then be compiled for the whole province.

46. The tourist industry should be made more aware of the requirements for entertaining visitors.

47. The Provincial Government should make an effort to encourage guided tours of the province, particularly in September and October. Firstly, however, an immediate study of the number of established tours that do not operate in the province should be undertaken, and if it is found that this is due to the lack of suitable accommodations, special accomodations for tours should be spaced around the province if the demand worrants it, and these accommodations should be kept open five months of the year. The facilities could also be used as a training centre for trainees in food and accommodation services.

48. Restrictive legislation governing the hours of closing of retail businesses should be removed.

NOTE: The following originated at Planning Board level:

49. The Board recommends that in promoting and developing tourism in Nova Scotia, consideration should be given to attracting the wealthy visitor whose favourable impressions of the province can have far-reaching effects.

50. The Board, in approving the above recommendations, recognizes the diversified nature of the sector and that government can assist as a co-ordinator in their implementation. However, the Board directs that the industry itself must accept the major responsibility for carrying out these recommendations.

TRANSPORTATION AND COMMUNICATION

1. In the interest of furthering the development of the Nova Scotia bus industry, a study should be conducted by the Nova Scotia Board of Commissioners of Public Utilities to ascertain the rules and regulations pertaining to foreign buses in other provinces of Canada and in the United States.

2. Section 3 of the Motor Carrier Act should be repealed. All exemptions should be by regulations under the Motor Carrier Act.

3. Registration of gross weight of combination vehicles on the tractor (power unit) should be permitted with semi-trailers being issued an identification tag for a token fee.

4. New commercial vehicle owners should pay a registration fee on a quarterly pro-rated basis

5. Representation should be made by the Provincial Government to have the Canadian National Railways make available for a suitable fee, to properly licensed motor carriers, the facilities of piggyback service to all points within the Atlantic Provinces where ramps are available.

6. Trucks and buses from outside the province should contribute their fair share of fuel tax, based on their use of Nova Scotia highways.

7. Better communication between the Nova Scotia Highways Department and the public should be established regarding plans for highway construction, future policy and legislative changes when they are made. Furthermore, maximum advance notification of road weight restriction in the spring should be given through press and radio statements, along with prompt notification of changes in weight restrictions during the spring period.

8. There should be an expansion of grain handling and storage facilities in Nova Scotia to about 6 or 7 million bushels to take advantage of the cheaper transportation of grain via the St. Lawrence Seaway and thereby be able to maintain a local supply as well as to increase the export of grain through Nova Scotia ports.

9. Provincial newspapers and all news media should encourage a healthier attitude toward economic growth and strive to do their part in informing people of opportunities and changes in the province.

10.** Consideration should be given to the setting up in Nova Scotia of a technical training course for radio and television.

11. There should be co-operation between steamship lines, the Port of Halifax and other Nova Scotia ports, the national railways and highway transport firms, and representatives of labour, in bringing about increased use of containerization in cargo handling to provide a speedy and efficient movement of cargo to, from and through Nova Scotia ports.

12. The Department of Trade and Industry should encourage municipalities to take further advantage of federal assistance in the construction of small airstrips in Nova Scotia.

13.* Efforts should be made to improve co-operation between shippers and receivers and the motor carriers.

14.** Where possible, the Nova Scotia Department of Education should make every effort to provide training and retraining programmes which will give graduates of the technical schools skills that are and will be required by industry in the future. Furthermore, the Nova Scotia Department of Education should increase its staff of fact-finding people so that technical school programmes correspond to industry's needs in the province.

15.** The schools of Nova Scotia should put a greater emphasis on and insist on correct spelling by students as this is essential for those entering the field of graphic arts or secretarial work and is of value to all.

16.* The national railways should continue to give close attention to the principle of publishing rates on an incentive loading basis, and in particular they should give consideration to the publication of incentive rates on pool car business originating in Quebec and Ontario and destined to points in Nova Scotia.

17. The Nova Scotia Board of Commissioners of Public Utilities should give consideration to the improvement of the ground transportation service between the Halifax-International Airport and the Halifax-Dartmouth area.

NOTE:

* Referred back to Sector for industry self-implementation.

** Referred to Education Advisory Council.

C

VOLUNTARY PLANNING BOARD SPECIAL COMMITTEE ON COAL

The Planning Board devoted particular attention to the problems confronting the Nova Scotia coal industry. The segment and sector committees penetrated as deeply as possible into these problems but their efforts were somewhat hampered by the uncertainties prevailing at the time these studies were conducted.

Several developments had taken place during the interval between the completion of the sector studies and the Planning Board's consideration of the Mining Sector Report. Consequently, the Planning Board appointed a Special Committee on Coal to give further study to these developments in order that it might have the benefit of the best and most recent information available before coming to a decision on matters affecting this important segment of the Nova Scotia economy.

The long-range market outlook for coal is decidedly uncertain. For the immediate future, however, under the present Federal Government subvention policy, markets may continue to outstrip production capabilities. An abnormally low rainfall over northeastern hydro-power watersheds co-incident with an unprecedented surge in the national economy has resulted in an accelerated demand for thermal power.

Among those vitally concerned with the future of the industry, this seemingly healthy market situation has given rise to an expanding wave of optimism. Unfortunately, this optimism is not entirely justified by the facts. The market itself is highly artificial since it is almost wholly dependent on Federal Government subvention assistance payments. These payments are authorized by Orders-in-Council, are limited to a ceiling of 18 million dollars annually for all of Canada (of which Nova Scotia currently receives over 80 per cent) and are guaranteed only to April 1, 1970. Moreover, the Special Committee on Coal has been advised that increases in this ceiling are becoming less and less likely. Superimposed on these uncertainties is the growing use of nuclear fuels. These are expected to provide the energy source for all new major thermal power installations within fifteen years.

Concerning coal production, 85 to 90 per cent of Nova Scotia's annual production comes from the DOSCO mines. As a direct result of substantial losses over recent years, this firm has been unable to do sufficient maintenance and development work to enable these mines either to produce at maximum efficiencies or to increase their output.

Appendix C

A major infusion of new capital for rehabilitation of existing mines and the opening of a new mine at Lingan is vitally necessary if the recent trends of decreasing production and rising costs are to be either checked or reversed.

The Federal Government has very recently announced a 25 million dollar programme for this purpose over the next five years. While nothing is known concerning the detail and time scheduling of these funds, if they are released over a three-year period starting early in 1966, the full benefits of this programme will not be realized before 1971. Four years is estimated to be the time required to bring a new Lingan colliery to full production. Once this work has been completed, it has been estimated that 3.8 million tons of coal production per year can be expected from the DOSCO mines. The smaller independent mines have an additional potential of from one half to three quarters of a million tons of production per year.

Again, if this redevelopment programme takes place as assumed, it is estimated that it may be possible to increase the current productivity figure of 2.8 tons per man day to 3.8 tons per man day by 1968. The ultimate productivity target is thought to be in the region of 4.5 to 4.7 tons per man day for the DOSCO operations.

The effects of such productivity increases cannot be accurately evaluated at the present time. One line of thinking holds that it will result in cost reductions of up to three dollars per ton of coal mined. If this proves to be correct, the capital costs of redevelopment could be retired over a two to four year period and subvention costs could be substantially reduced thereafter. Another line holds that possible production cost reductions may well be offset by increased labour, transportation and other costs.

Present pit head cost of coal is estimated to be about $11.80 per ton. To compete on a thermal basis with residual fuel oils, coal must be delivered to thermal plants in Nova Scotia at a price of between $8.00 and $9.00 per ton and slightly higher for plants located in Quebec and Ontario. In any case, it is generally acknowledged that coal cannot become competitive without some degree of public assistance.

In planning for a resource-based industry of this nature, the matter of resource reserves becomes very important. In the case of Nova Scotia, it is evident that the limiting factor is not the physical volume of these reserves; rather it is their physical location (extending outward and downward beneath the sea bed), and the extent to which these reserves can be worked safely and economically by known extraction methods.

It is conservatively estimated that with rehabilitation of the existing mines, sufficient workable reserves remain to extend the life of these mines another fifteen years, for a total coal recovery over this period of roughly fifty million tons. A new Lingan operation, producing slightly more than one million tons annually would have a conservatively estimated life span of thirty years. The Acadia Coal Company Limited operations in Pictou County are estimated to have roughly five more years of life remaining.

Employment in the coal industry has dropped from 12,000 men in 1948 to roughly 6,000 men at the present time. Coal production over this same period has dropped from 6.4 million tons to slightly over 4.0 million tons. In 1964, Nova Scotia markets absorbed about 38 per cent of Nova Scotia production, the remaining Maritime provinces about 8 per cent, Quebec 35 per cent and Ontario 19 per cent. The Maritime coal market is forecast to require over 2.0 million tons by 1972 as compared with 1.9 million tons in 1964.

Several possible alternatives in future planning for this industry over the next fifteen years have been raised.

(1) The rehabilitation of the existing mines co-incident with the development of a new mine at Lingan, to produce in total four million tons of coal annually.

Estimated total cost (subvention payments, maritime freight rate assistance payments, capital assistance payments, etc.) to the federal treasury over a fifteen year period—425 million dollars.

(2) The rehabilitation of the existing mines only and limiting production from these mines to the coal needs of the Maritime Provinces.

Estimated total cost—230 million dollars.

(3) The rehabilitation of Princess Mine only and the development of a new mine at Lingan, with total production limited, as in alternative two.

Estimated total cost—220 million dollars.

By adopting either alternative two or three, a saving of roughly 200 million dollars would seem to be possible. This then raises two obvious questions:

(a) Can the funds from these savings be more beneficially utilized in stimulating the Cape Breton economy, than if they are used by adopting the first alternative?

(b) If the coal industry crisis is postponed a further fifteen years, will it then be more, or less difficult to provide employment for those dependent on this industry?

The answers to these questions, while they may appear to be obvious at first glance, are by no means so self-evident and clear cut. The provincial economy is still in the process of trying to provide productive employment for roughly 6000 men who have been displaced by coal mine closures over the past ten to fifteen years. Additional strains will be felt in absorbing those workers who will lose jobs as a result of planned mine mechanization and up-grading of productivities. If, in addition to this, production was suddenly to be halved, the impact on the Cape Breton economy would be disastrous.

There is as yet no strong, growing base of industrial activity in Cape Breton capable of absorbing a displaced labour force of this magnitude. Moreover, such a base cannot be brought into being quickly. It will take time to establish on a sound basis.

Consequently, in reaching its conclusions the Special Committee on Coal felt that the far-reaching social implications of the whole coal problem must be given precedence over the purely economic implications. The following recommendations were therefore considered to be of an interim nature only, covering the immediate planning period. They are designed primarily to reduce social distress until such time as more viable forms of employment can be made available to those whose livelihood is dependent on the coal industry.

Recommendations:

(1) Continuing subventions for coal are vitally necessary.

(2) The Federal Government should be urged to make long-term commitments regarding coal subvention policies in order that the marketing situation may be sufficiently stabilized to permit sound, long-range planning.

(3) Federal Government assistance is necessary for the immediate rehabilitation of the existing coal mines and the development of a new mine at Lingan.

(4) It is recognized that labour force reductions over time are inevitable and, therefore, planning for the retraining and orderly re-employment of this displaced labour should begin at once and receive strong emphasis.

(5) After a full review of all available information and with due regard to the strong market outlook to 1972 it was found that production targets cannot be set at this time with any degree of exactness. For this interim period, therefore, an annual production target of 4.5 to 5.00 million tons should be planned together with a further up-grading of average mine productivity to 4.5 tons per man day.

D

EDUCATION ADVISORY COUNCIL
INTERIM REPORT

Introduction

The Educational Advisory Council of the Voluntary Planning Board was established by Order-in-Council and first brought together at an inaugural meeting on September 24, 1965. The Council is composed of approximately twenty-five members, almost equally divided in numbers as either educators or employers. The Council is chaired by Dr. G. W. Holbrook with Prof. J. B. Ternan acting as the honorary secretary.

From the outset, it should be emphasized that this report is purely of an interim nature and has been requested, at this time, by the Voluntary Planning Board and is prepared with the specific intention of giving recommendations of a short-term nature of particular interest to the Secondary Manufacturing Sector. It is unfortunate that the expected report from the Secondary Manufacturing Sector has not yet been prepared in its final form and, consequently, the recommendations of the Educational Advisory Council cannot as yet, be based on the specific needs outlined by that Sector. Additionally, although an outline description of the "Comprehensive School System", as envisaged by the Department of Education, has been released, sufficient details of this proposal are not yet available. Thus the impact of this proposal on the general educational system, and with particular reference to secondary industry cannot yet be assessed.

However, some concern has been generated within the Council that the new "Comprehensive School System" may provide for irrevocable specialization too early in the students' high school careers. Care must be taken to ensure that the "early bloomers" are not started in a preparatory programme for university before they have proven their capability of undertaking this course of studies. Likewise, the "late starters" should not be debarred from entering a university or vocational programme at the high school level, due to unspectacular results in Grade IX. However, final judgement cannot be passed upon this proposal until further details are available and until an assessment can be made of the guidance and counselling resources which are envisaged to go hand in hand with this new programme.

The following paragraphs outline recommendations which are generally applicable to the educational problem from the point of view of

Economic Planning, together with some specific short-term recommendations with respect to the needs of secondary industry. Some immediate recommendations with respect to other sectors of the economy and the proposed plans of future study by the Education Advisory Council are also included.

A summary of the present and projected technical and vocational training institutions (puplic), together with enrollment capacities, is set forth in table D-1.

General Recommendations

1. The council is of the opinion that the overall system of education in the province should be planned to serve, among other things, the needs of the provincial economy. It should be of an open-ended nature, so that every opportunity is offered to the students, at all levels and at all ages, to achieve, either by formal full-time courses or by continuing educational methods, the highest possible levels. To this point it is recommended that increased attention be given by all educational institutions to the provision of extension courses on both a full-time and a part-time basis.
2. It is also evident that an extensive public-relations campaign must be conducted in order to make students, parents and employers aware of the opportunities which already exist and of the new facilities which will become available in the near future. In order to do this it is suggested that joint action be taken by the Department of Trade and Industry, the Department of Labour and the Department of Education, to assess the needs of existing and new industries throughout the industrial and business community. The Council, to this point, recommends the preliminary work which has already been achieved by the Inter-Departmental Research Committee. Employers should be urged to co-operate with these departments in preparing a realistic assessment of the immediate and future needs in the educational field.
3. There is a grave lack of properly trained and qualified high school counsellors who are in a position to inform high school students of the opportunities which now exist in local industry and who can guide students into appropriate and rewarding educational patterns. It is recommended that more use be made of practising professional and technical personnel in the high school guidance programme. It is also evident that much must be done in order to improve the image of many of the careers which are now becoming available in industry.
4. It may well be necessary to provide incentive, in the form of a

maintenance allowance, to young persons who are qualified to enter various vocational and technical training programmes, but who are attracted away from these programmes by the prospect of an immediate wage as an untrained worker. It is noted that a maintenance allowance is already provided by pre-apprenticeship trainees.

5. The Council notes with approval, a general plan of the Department of Education to increase the capacity of regional vocational schools for youth from 2,800 to 9,000. It is noted that in this planning the minimum population area of 40,000 has been used as a basis of location of vocational schools. It is felt that this minimum figure could be too high for the present population density in the rural areas of the province and would, obviously, result in the need for a good deal of mobility on the part of students. It is emphasized that a labour force becomes much more mobile after training, consequently, it is urged that vocational schools be established in centres of population rather than in existing centres of industry. On the other hand, some regard must be paid to the benefits which arise from removing students from their rural surroundings in order to make them aware of the opportunities which now exist in urban and metropolitan areas. It is suggested that courses of a vocational and technical nature tend to be much more intensive than those of the normal primary and secondary educational system. Consequently, transportation by bus over long distances does not lend itself to this kind of course, and, due to the lack of accommodation in some metropolitan areas, vocational and technical schools may well be faced with the problem of providing dormitory accommodation for their students.

6. While the Council acknowledges the forward step taken by certain universities in the province in making Grade XII the mandatory requirement for entering university, it is evident that a dual entrance standard will be in operation in the province for some years to come. However, it is recommended that Grade XI entrance to the two-year, post high school programme at the Technical Institutes be maintained. The Council recommends that the programme initiated by the Association of Universities and Colleges of Canada and the Canadian Educational Association to establish comparable admission standards of university entrance throughout Canada be encouraged and supported by the Voluntary Planning Board.

7. From the outset it is emphasized that there is an urgent need to establish a provincial grading system for industrial technicians and/or technologists. It is also emphasized that this grading system should be equated with others existing in Canada, to provide comparative standing

on a national basis. Such a move would undoubtedly improve the public image of technical education at the Institutes of Technology, in contra distinction to the conventional university programme. Such a system would be similar to the inter-provincial certification of tradesmen now in effect in Nova Scotia and is already being studied by the Association of Professional Engineers of Nova Scotia.

Specific Recommendations for Secondary Industry

8. Without decrying the splendid efforts of the Vocational and Technical Division of the Department of Education, it is evident that this division suffers from a lack of knowledge of the detailed needs of our existing and planned secondary industry. It is recommended that additional staff be provided so that a comprehensive study can be made of the needs of the economy in individual areas of the province. Additionally, a detailed appreciation is needed of the human resources in each area and an estimate of the potential of this population in terms of the various levels of technical and technicological skills required by industry.

9. It is noted that only two Institutes of Technology are presently planned, the existing one in Halifax and a new one in the Sydney area. It is estimated that these two institutes will be capable of producing only 200 industrial technicians a year from their two-year, post high school programme. While no detailed information is available from the Secondary Manufacturing Sector with respect to their future needs of graduates from this particular kind of course, an estimate can be made based upon the national average in Canada. It is evident that in order to achieve parity with the rest of Canada, Nova Scotia should be producing in the order of 120 graduates a year from industrial-technician programmes. It is estimated, conservatively, that by 1970 some 350 industrial technicians will be needed annually to keep abreast of the rest of Canada. This means that provision for 400 students in this type of programme is required immediately and that the figure will rise to 1200 by 1967.

10. It is also noted that in the Nova Scotia Institute of Technology in Halifax no offering in chemistry is provided. It is strongly recommended that at least one course in post high school chemistry be added to each programme in the two-year, post high school syllabus.

11. In order to implement an open-ended approach to vocational and technical training it is recommended that the Institutes of Technology and the Universities provide night school courses, on an extension basis, so that graduates of Institutes of Technology will have the opportunity of studying for and writing the examinations of Professional Associations

It is also recommended that universities be urged to offer direct university entrance with credit, to the very best graduates from the Institutes of Technology.

12. In providing night school courses, on an extension basis, the vocational schools and institutes of technology should be urged to make use of competent part-time teachers, who may be employed on a day time basis by industry. While there is a tremendous shortage of teachers in the province, every advantage must be taken of the highly skilled and trained supervisory personnel who would undoubtedly be willing to teach on a part-time basis at these night schools.

13. While it is axiomatic that all phases of industry will benefit from the research being undertaken at the universities, much of this research will, initially, be beneficial to industry only because of the atmosphere it creates in the local area. Universities should be encouraged to undertake research programmes which will have an immediate influence on the development of new industries in the province, through the provision of research contracts by industry and the Provincial Government.

Recommendations from Other Sectors

14. A specific need which has been advanced by both the mining and the petrochemical industries, is for technicians and technologists trained in the installation, calibration and maintenance of the instrumentation required in these industries. It has also been emphasized by the coal industry that the educational programme in coal mining, as established in the present syllabus, should be up-dated to take cognizance of more modern methods of coal mining. It is suggested that a programme for Mining Technicians be included in the syllabus of the proposed Institute of Technology at Sydney.

15. It is evident that there is enormous scope for vocational training in the forestry, fishing and food-processing industries. However, insufficient information is presently available for the Council to make specific recommendations on these accounts. Therefore, it is recommended that a comprehensive survey be undertaken to determine the needs of manpower training in these sectors. It is recommended that the trawler engine-room facilities in the Fishermen's Training Centre at Pictou be completed at once as it is evident that there is a grave lack of practical training on the part of engine-room operators who are now going to sea.

16. In the construction industry it is suggested that the minimum educational requirements of certain tradesmen, such as plumbers, carpenters and electricians, be reviewed. It is recommended that more credit be

given for the practical work done by trainees at vocational schools, so that earlier qualifications as journeymen can be anticipated by these candidates.

Recommendation for Future Studies

17. It is recommended that the detailed study of the educational needs of the various economic regions of the province, which has already been started by the Department of Labour, be intensified and aided by the members of the professional staff of the Voluntary Planning Board. Each sector committee of Voluntary Economic Planning should nominate an educational representative who will be a member of the Education Advisory Council.

18. Further studies required by the Council will include, among other matters:

(a) A complete assessment of the teaching resources in the field of adult or continuing education, together with an estimate of of the potential need for increased resources in this field.

(b) A survey of scientific and industrial research potential in the province.

TABLE D-1
VOCATIONAL AND TECHNICAL TRAINING INSTITUTIONS EXISTING AND PROJECTED

INSTITUTION (RESPONSIBLE BODY)	TYPE OF COURSE	ENROLMENT		
		Present	Potential	Additional Planned
Eastern Institute of Technology. (Dept. of Ed.)	Technician Pre-Apprenticeship Apprenticeship Other trades			785
Nova Scotia Institute of Technology. (Dept. of Ed.)		680	740	Nil
Nova Scotia Land Survey Institute. (Dept. of Ed.)	Cartographic Drafting Land Survey Photogrammetry	55	55	Nil
Nova Scotia Marine Engineering School. (Dept. of Ed.)	Marine Engineers	30 varies	30	Nil
Nova Scotia Navigation School. (Dept. of Ed.)	Masters and Mates	30 varies	30	Nil
Nova Scotia Agricultural College. (Dept. of Agric.)	Diploma Freshman Sophomore years Agricultural Technologist	180	200 approx.	350
Fisherman's Training Centre (Dept. of Fisheries)	Marine Engineering Navigation Fishing Technology	4	30	Nil
Adult Vocational Training Centre. (Dept. of Ed.)	Trades	300	800	Nil
Cape Breton Vocational High School. (Dept. of Ed.)	Trades	520	520	1000
Cumberland Co. Vocational High School. (Dept. of Ed.)	Trades, Commercial	340	340	200
Halifax Vocational High School. (Dept. of Ed.)	Trades, Commercial	1000	1000	500
Kings County High School (Dept. of Ed.)	Trades, Commercial	340	340	200
Pictou County High School (Dept. of Ed.)	Trades, Commercial	340	340	160
Yarmouth County Vocational High School. (Dept. of Ed.)	Trades, Commercial	260	260	340
Annapolis/Digby (Dept. of Ed.)	Trades, Commercial			440
Colchester (Dept. of Ed.)	Trades, Commercial			510
Dartmouth and Halifax E. (Dept. of Ed.)	Trades, Commercial			1000
Canso Strait (Dept. of Ed.)	Trades, Commercial			680
Hants (Dept. of Ed.)	Trades, Commercial			330
Lunenburg/Queens (Dept. of Ed.)	Trades, Commercial			600

E

THE STEEL INDUSTRY OF NOVA SCOTIA

The Dominion Steel and Coal Corporation Limited steel plant in Sydney is one of the keystones of the economy of Nova Scotia. At the present time it employes approximately 3700 workers. But, of course, it has many linkages to many sectors of the economy. These include the coal industry, the transportation equipment industry, and other types of manufacturing. Moreover, the steel industry is of great importance to the transportation sector and is the basis of very substantial employment in the service sectors. Any significant change in the steel industry has repercussions throughout the whole provincial economy.

From the beginning of its activities, the Voluntary Planning Board was cognizant of the fact that realistic economic planning in Nova Scotia would require detailed information regarding the future of the steel industry in Nova Scotia. The decision of the Quebec government to promote steel production in that Province and the announcement that steel production would be a part of the large industrial complex being constructed in the Bathurst area in Northern New Brunswick, made it clear that this was a subject that required most careful analysis and study. A more recent announcement of plans for a steel mill in Newfoundland emphasizes the importance of this matter.

Accordingly, the Voluntary Planning Board requested the Atlantic Development Board to undertake the formation of a working committee to assess the future of the Nova Scotia steel industry and, in particular, to examine the implications of steel production in Quebec and New Brunswick for the future of the industry. This working committee came into being in March, 1965, and consisted of representatives of the Atlantic Development Board, the Federal Department of Industry and Dominion Steel and Coal Corporation and Voluntary Economic Planning. The committee has been most active since its formation although a detailed report has not yet been submitted. It is important that the committee complete its study in depth and that it covers the long term future. From present information available, the Voluntary Planning Board has the following general conclusions as to the future of the steel industry in the Province over the next decade.

The Voluntary Planning Board believes that ingot production at Sydney will continue to expand through to 1970. In this period, the

principal stimulus will be provided by the new rolling mill of Dosco at Contrecoeur, Quebec. About 1970 steel from the Sidbec facilities being constructed in Quebec will come onto the Canadian market. This will possibly depress markets for Nova Scotia steel, but the growth of the Canadian demand for steel should ensure that production at Sydney does not fall below the levels of recent years. In the period from 1970 to 1975 steel production at Sydney can be expected to show marginal growth year by year. The Voluntary Planning Board believes that steel production in New Brunswick would be unlikely to have any significant effect on the Nova Scotia industry in the next decade.

The conclusion of the Board is that over the next decade, volume in the steel industry will be maintained at levels appreciably above those of 1964 and 1965.

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TABLE F-1

POPULATION, NOVA SCOTIA AND CANADA

(Thousands)

	Nova Scotia	Canada	N.S. as % of Canada
1947	615	12,551	4.9
1948	625	12,823	4.9
1949	629	13,447	4.7
1950	638	13,712	4.7
1951	643	14,009	4.6
1952	653	14,459	4.5
1953	663	14,845	4.5
1954	673	15,287	4.4
1955	683	15,698	4.4
1956	695	16,081	4.3
1957	701	16,610	4.2
1958	709	17,080	4.2
1959	719	17,483	4·1
1960	727	17,870	4.1
1961	737	18,238	4.0
1962	746	18,570	4.0
1963	755	18,896	4.0
1964	760	19,235	4.0

Source: DBS census and intercensal estimates, 91-201

TABLE F-2

NUMBER AND PER CENT OF POPULATION RURAL AND URBAN, 1961

	Nova Scotia		Canada	
	Number	Per Cent	Number	Per Cent
Rural				
Farm	56,832	7.7	2,072,785	11.4
Non-farm	279,663	38.0	3,465,072	19·0
Total	336,495	45.7	5,537,857	30.4
Urban	400,512	54.3	12,700,390	69.6
Total	737,007	100.0	18,238,247	100.0

Source: Census 1961, DBS 99-512

TABLE F-3

LABOUR FORCE, NOVA SCOTIA AND CANADA, 1951 and 1961

	Nova Scotia	Canada	N.S. as % of Canada
1951			
Male	177,905	4,114,407	4.3
Female	42,680	1,162,232	3.7
Total	220,585	5,276,639	4.2
1961			
Male	178,559	4,694,294	3.8
Female	58,260	1,763,862	3.3
Total	236,819	6,458,156	3.7

Source: Census Labour Force, DBS 94-501

TABLE F-4

PARTICIPATION RATES OF AGE GROUPS IN THE LABOUR FORCE NOVA SCOTIA AND CANADA, 1951 AND 1961

Age Group	1951						1961					
	Nova Scotia			Canada			Nova Scotia			Canada		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
15-19	39.9	49.9	29.8	47.2	57.1	37.2	33.4	38.1	28.3	36.3	39.5	33.0
20-24	66.4	93.0	40.2	69.2	92.3	46.8	65.8	86.9	43.0	67.8	86.6	49.3
25-34	57.1	95.8	19.5	59.6	96.4	24.2	57.8	91.3	23.7	62.2	93.9	29.5
35-44	58.3	95.7	17.7	59.9	96.7	21.8	57.8	91.3	24.8	62.4	94.2	31.0
45-54	55.9	92.8	17.2	58.8	94.5	20.4	59.4	88.0	28.3	63.2	91.8	33.3
55-64	49.8	84.8	13.7	51.3	85.7	14.5	49.7	76.8	21.8	53.5	81.7	24.4
65+	22.3	40.0	4.9	22.1	38.6	5.1	16.2	27.0	6.3	17.2	28.4	6.7
Total	50.9	81.5	19.9	54.2	83.8	24.1	49.3	73.5	24.5	24.5	77.7	29.5

Source: Census Labour Force, 94-501

TABLE F-5
LABOUR FORCE BY INDUSTRY, NOVA SCOTIA AND CANADA, 1951 AND 1961

	1951				1961			
	Nova Scotia		Canada (1)		Nova Scotia		Canada (2)	
Industry	Number	%	Number	%	Number	%	Number	%
Primary Agriculture	23,273	10.6	822,667	15.6	12,038	5.1	640,786	9.9
Primary Forestry	5,899	2.7	129,625	2.5	4,296	1.8	108,580	1.7
Primary Fisheries	9,747	4.4	50,464	1.0	7,493	3.2	36,263	0.6
Mining	15,570	7.1	103,839	2.0	10,105	4.3	121,702	1.9
Manufacturing	36,874	16.7	1,358,776	25.7	34,081	14.4	1,404,865	21.7
Power and Utilities	2,567	1.2	61,806	1.2	2,427	1.0	70,504	1.1
Construction	16,391	7.4	350,815	6.6	15,524	6.6	431,093	6.7
Transportation, Storage and Communication	18,164	8.2	402,569	7.6	22,535	9.5	532,782	8.2
Services	88,462*	40.1	1,928,727	36.5	124,184	52.4	2,966,682	45.8
Industry Unspecified	3,638	1.6	67,351	1.3	4,136	1.7	158,593	2.4
Total	220,585	100.0	5,276,639	100.0	236,819	100.0	6,471,850	100.0

(1) Excludes Yukon and NWT
(2) Includes Yukon and NWT
*See Note following Table A-6
Source: DBS, Census, 1951 and 1961

TABLE F-6

LABOUR FORCE IN THE SERVICE SECTOR

NOVA SCOTIA, 1951 AND 1961

Category	1951	1961	% Increase
Retail Trade	23,656	27,160	14.8
Wholesale Trade	8,587	9,603	11.8
Finance, Insurance and Real Estate	3,559	5,652	58.8
Community, Business and Professional Services	17,057	27,380	60.5
Personal, Domestic and Miscellaneous Services	14,909	17,573	17.9
Public Administration	7,513	9,342	24.3
Totals	75,281	96,730	28.5
Defence	15,376	27,474	78.7
Total Services and Defence	90,657	124,184	37.0

Source: Census of Canada, 1951 and 1961

NOTE: The 1951 data were changed to conform to the new Standard Industrial Classification used in the 1961 census.

TABLE F-7

LABOUR FORCE IN THE SUPPORTING SECTORS

NOVA SCOTIA, 1951 AND 1961

Sector	1961	1961	% Charge
Construction	16,391	15,524	— 5.3
Transportation	15,521	16,863	+ 8.6
Storage	289	216	— 25.3
Communication	2,354	5,456	+131.8
Electricity, Gas and Water	2,567	2,427	— 5.6
Totals	37,122	40,486	+ 9.1

Source: Census of Canada, 1951 and 1961

Appendix F

TABLE F-8

TOTAL PERSONAL INCOME, NOVA SCOTIA AND CANADA

(Millions of Dollars)

	Nova Scotia	Canada	N. S. as % of Canada
1947	412	10,390	4.0
1948	432	11,943	3.6
1949	449	12,757	3.5
1950	466	13,414	3.5
1951	503	15,693	3.2
1952	564	17,214	3.3
1953	594	18,132	3.3
1954	607	18,421	3.3
1955	627	19,738	3.2
1956	675	21,885	3.1
1957	721	23,191	3.1
1958	757	24,675	3.1
1959	804	26,036	3.2
1960	848	27,435	3.1
1961	882	28,522	3.1
1962	934	30,956	3.0
1963	976	32,793	3.0
1964	1,035	35,019	3.0

Source: DBS, National Accounts, 13-201

TABLE F-9

PERSONAL INCOME PER CAPITA, NOVA SCOTIA AND CANADA

(Current Dollars)

	Nova Scotia	Canada	N.S. as % of Canada	Differential Canada—N.S.
1947	670	827	81.0	157
1948	691	928	74.5	237
1949	714	949	75.2	235
1950	730	978	74.6	248
1951	782	1120	69.8	338
1952	864	1191	72.5	327
1953	896	1221	73.4	325
1954	902	1205	74.9	303
1955	918	1257	73.0	339
1956	971	1361	71.3	390
1957	1029	1396	73.7	367
1958	1068	1445	73.9	377
1959	1118	1489	75.1	371
1960	1166	1535	76.0	369
1961	1197	1564	76.5	367
1962	1252	1667	75.1	415
1963	1291	1735	74.4	444
1964	1362	1821	74.8	459

Source: DBS National Accounts, 13.201

Appendix F

TABLE F-10

TOTAL PERSONAL INCOME INCLUDING AND EXCLUDING TRANSFER PAYMENTS NOVA SCOTIA, 1947 AND 1964

(Millions of Dollars)

	1947	1964
Including Transfer Payments	412	1,035
Excluding Transfer Payments	363	873

Source: DBS National Accounts, 13,201

TABLE F-11

TOTAL NEW CAPITAL EXPENDITURES, NOVA SCOTIA AND CANADA

(Millions of Dollars)

	Nova Scotia	Canada
1948	115	3087
1949	117	3539
1950	108	3936
1951	118	4739
1952	133	5491
1953	157	5976
1954	156	5721
1955	163	6244
1956	183	8034
1957	188	8717
1958	185	8364
1959	226	8417
1960	234	8262
1961	224	8172
1962	223	8715
1963	234	9393
1964p	267	10827

p—preliminary

Source: Private and Public Investment in Canada, Regional Estimates

TABLE F-12
TOTAL NEW CAPITAL EXPENDITURES BY SECTOR, NOVA SCOTIA

(Millions of Dollars)

Sector		1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964(p)
Primary Industries and Construction	$	14.1	16.7	21.7	19.9	22.1	19.4	19.1	20.7	24.7	21.1	21.2	19.8	23.2	21.7	28.1	23.4	36.0
	%	12.3	14.3	20.1	16.9	16.6	12.3	12.2	12.7	13.5	11.2	11.5	8.7	9.9	9.7	12.6	10.0	13.5
Manufacturing	$	12.6	8.9	7.6	12.4	16.9	13.3	9.9	22.1	25.2	17.7	12.5	15.0	27.0	40.8	19.4	32.7	37.9
	%	11.0	7.6	7.0	10.5	12.7	8.5	6.4	13.5	13.8	9.4	6.8	6.6	11.5	18.2	8.7	14.0	14.2
Utilities	$	22.7	17.4	16.9	22.8	22.8	29.9	28.4	34.9	37.9	40.7	40.8	42.8	33.1	26.3	28.9	35.7	38.3
	%	19.8	14.9	15.6	19.4	17.1	19.0	18.2	21.4	20.7	21.7	22.0	18.9	14.2	11.8	13.0	15.3	14.4
Trade, Finance and Commercial Services	$	8.0	8.5	13.9	17.7	9.3	14.4	17.5	14.0	12.3	13.3	14.1	22.3	25.0	22.7	26.0	28.8	32.4
	%	7.0	7.3	12.9	15.1	7.0	9.2	11.2	8.6	6.7	7.1	7.6	9.9	10.7	10.2	11.6	12.3	12.2
Housing	$	24.6	26.7	8.4	11.5	19.8	25.1	28.0	31.8	30.0	33.0	32.1	54.1	52.6	49.3	44.1	44.3	47.0
	%	21.5	22.9	7.8	9.8	14.9	16.0	17.9	19.5	16.4	17.6	17.3	23.9	22.5	22.0	19.8	18.9	17.6
Institutional Services and Governmental Depts.	$	32.6	38.4	39.6	33.2	42.3	54.9	53.3	39.7	52.8	62.1	64.5	72.3	72.9	62.9	76.4	69.1	75.0
	%	28.4	33.0	36.6	28.3	31.7	35.0	34.1	24.3	28.9	33.0	34.8	32.0	31.2	28.1	34.3	29.5	28.1
TOTAL	$	114.6	116.6	108.1	117.5	133.2	157.0	156.2	163.2	182.9	187.9	185.2	226.3	233.8	223.7	222.9	234.0	266.6
	%	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

p—preliminary

Source: Department of Trade and Commerce, Private and Public Investment in Canada

TABLE F-13

TOTAL NEW CAPITAL EXPENDITURES BY SECTOR, CANADA

(Millions of Dollars)

Sector		1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964(p)
Primary Industries and Construction	$	509	620	701	813	879	935	821	999	1306	1246	997	1128	1134	1211	1306	1478	1677
	%	16.5	17.5	17.8	17.2	16.0	15.6	14.3	16.0	16.2	14.3	11.9	13.4	13.7	14.8	15.0	15.7	15.5
Manufacturing	$	573	536	502	793	973	969	822	947	1394	1479	1095	1074	1178	1085	1269	1358	1815
	%	18.6	15.1	12.7	16.7	17.7	16.2	14.4	15.1	17.4	17.0	13.1	12.8	14.3	13.3	14.5	14.5	16.8
Utilities	$	566	689	759	939	1194	1254	1164	1136	1762	2308	2153	1848	1772	1698	1601	1771	2077
	%	18.3	19.5	19.3	19.8	21.7	21.0	20.4	18.2	21.9	26.5	25.8	22.0	21.5	20.8	18.4	18.9	19.2
Trade, Financial and Commercial Services	$	281	293	399	411	343	526	582	561	611	690	705	759	875	847	860	918	996
	%	9.1	8.3	10.1	8.7	6.2	8.8	10.2	9.0	7.6	7.9	8.4	9.0	10.6	10.4	9.9	9.8	9.2
Housing	$	635	822	923	947	971	1189	1238	1397	1547	1430	1782	1759	1456	1467	1587	1713	2028
	%	20.6	23.2	23.5	20.0	17.8	20.0	21.6	22.4	19.3	16.4	21.3	20.9	17.6	17.9	18.2	18.2	18.7
Institutional Services and Governmental Depts.	$	523	579	652	836	1131	1103	1094	1204	1414	1564	1632	1843	1847	1864	2092	2155	2234
	%	16.9	16.4	16.6	17.6	20.6	18.4	19.1	19.3	17.6	17.9	19.5	21.9	22.3	22.8	24.0	22.9	20.6
TOTAL	$	3087	3539	3936	4739	5491	5976	5721	6244	8034	8717	8364	8411	8262	8172	8715	9393	10827
	%	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

p—preliminary

Source: Department of Trade and Commerce, Private and Public Investment in Canada.

TABLE F-14

NEW INVESTMENT PER CAPITA, NOVA SCOTIA AND CANADA

	Nova Scotia	Canada	N. S. as % of Canada
1948	$184	$241	76.3
1949	186	263	70.7
1950	169	287	58.9
1951	184	338	54.4
1952	204	380	53.7
1953	237	403	58.8
1954	232	374	62.0
1955	239	398	60.1
1956	263	499	52.7
1957	268	525	51.0
1958	261	490	53.3
1959	314	481	65.3
1960	322	462	69.7
1961	304	448	67.9
1962	299	469	63.8
1963	310	497	62.4
1964	351	563	62.3

Source: Private and Public Investment in Canada

Appendix F

TABLE F-15 NET VALUE OF PRODUCTION IN COMMODITY-PRODUCING INDUSTRIES, NOVA SCOTIA
(Millions of Dollars)

	Primary Agriculture	Primary Forestry (1)	Primary Fisheries (2)	Mining	Electric Power	Manufacturing	Construction	TOTAL (4)
1947	24.7	12.9	15.2	25.0	7.2	84.9	39.9	210.1
1948	26.3	12.4	19.1	42.8	7.8	95.8	44.6	249.0
1949	25.0	9.8	18.7	45.6	8.4	102.3	52.3	262.5
1950	25.2	13.5	21.4	48.5	9.5	97.8	46.4	262.5
1951	28.9	18.3	21.4	47.0	11.8	119.5	51.9	299.0
1952	27.6	16.6	22.7	49.6	12.9	130.7	58.7	319.2
1953	27.3	14.2	21.9	51.2	13.8	127.9	75.7	332.3
1954	28.0	13.6	23.0	56.8	15.0	129.8	76.4	342.7
1955	26.0	16.1	23.6	50.9	16.5	139.6	73.0	345.8
1956	28.5	16.2	25.0	50.1	17.9 (3)	159.8	85.6	383.3
1957	26.9	14.6	23.1	52.2	17.9	175.7	88.3	399.0
1958	26.4	12.7	25.0	46.8	20.2	177.0	86.8	395.0
1959	26.7	12.3	27.1	48.2	20.8	161.5	112.9	409.6
				(44.1) (5)		(154.7) (5)		(398.8) (5)
1960	27.4	15.4	26.1	45.3	23.5	171.5	117.5	426.8
1961	27.5	11.6	27.7	45.5	25.0	161.3	110.0	408.8
1962	25.7	12.1	32.1	44.4	27.2	174.6	106.7	422.9

(1) Excludes Farm woodlots which are in agriculture.

(2) Gross landed value.

(3) Prior to 56 some industrial establishments producing power for their own use were included.

(4) Also includes Trapping.

(5) The Standard Industrial Classification was revised by DBS in 1960. Consequently, some revisions to the original 1959 figures for mining and manufacturing were made which also resulted in a revision of the total figure. In these cases both the original and the revised figures are given in the table. These changes would not appear to affect the validity of the accompanying analysis of postwar trends in the industries affected. The revised figures are in brackets.

Source: DBS, Survey of Production, 1962, 61-202

TABLE F-16

COMPARISON OF NET VALUE OF PRODUCTION IN COMMODITY-PRODUCING INDUSTRIES, NOVA SCOTIA AND CANADA, 1947 AND 1962

(Millions of Dollars)

Industry	Nova Scotia				Canada			
	1947		1962		1947		1962	
	$	%	$	%	$	%	$	%
Primary Agriculture	25	11.9	26	6.1	1608	20.1	2443	11.4
Primary Forestry	13	6.2	12	2.8	439	5.5	702	3.3
Primary Fisheries*	15	7.1	32	7.6	58	0.7	128	0.6
Mining	25	11.9	44	10.4	403	5.0	1748	8.1
Electric Power	7	3.3	27	6.4	232	2.9	876	4.1
Manufacturing	85	40.5	175	41.4	4292	53.6	11741	54.8
Construction	40	19.1	107	25.3	963	12.0	3788	17.7
Trapping					17	0.2	10	
Total	210	100.0	423	100.0	8011	100.0	21436	100.0

*Gross landed value

Source: DBS, Survey of Production, 61-202

TABLE F-17

INDEX OF EMPLOYMENT AND VALUE ADDED SECONDARY MANUFACTURING, NOVA SCOTIA

	Employment (1)		Value Added (2)	
	Number	Index (1947 = 100)	$,000	Index (1947 = 100)
1947	19,770	100	56,458	100
1948	19,811	100	63,661	113
1949	19,134	97	67,995	120
1950	18,590	94	64,996	115
1951	19,918	101	79,423	141
1952	21,784	110	86,887	154
1953	20,915	106	85,027	151
1954	19,329	98	86,264	153
1955	19,726	100	92,823	164
1956	20,196	102	106,233	188
1957	20,553	104	116,777	207
1958	18,928	96	110,563	196
1959	18,441	93	113,782	202
1960	18,763	95	126,115	223
1961	18,096	92	117,087	207
1962	18,886	96	126,943	225
1963	19,832	100	134,335	238
1964	20,793	105	153,148	271

(1) Includes working owners and partners.

(2) Total activity in current dollar values.

Source: Estimates supplied by Voluntary Economic Planning.

TABLE F-18
EXPORTS AS PERCENTAGE OF OUTPUT, NOVA SCOTIA

	Fish and Fisheries Products	Mineral Products		Iron and Steel Products	Forest Products		All Commodities
		Metallic	Non-metallic		Sawmills	All wood and Paper Products	
1947	34.9				81.6	73.7	43.8
1948	33.8		74.3	12.9	32.3	57.4	43.0
1949	36.7		70.0	18.6	44.1	59.6	32.4
1950	46.5		65.9	12.0	25.3	43.9	27.5
1951	44.4		58.6	3.5	23.7	52.9	26.9
1952	46.6	23.0	54.5	2.1	25.2	56.6	21.7
1953	45.8	36.7	102.8	4.1	18.8	44.1	24.8
1954	42.8	40.9	67.1	7.0	31.6	56.1	21.0
1955	44.0	31.1	70.3	2.6	30.7	52.2	21.8
1956	45.4	42.2	98.7	22.9	25.4	49.8	28.4
1957	55.3		76.1	15.0	23.9	48.2	25.4
1958	49.9		88.0	18.4	17.0	47.8	24.2
1959	54.2		112.1	20.6	13.4	43.0	23.4
1960	54.1		77.3	4.2	17.0	41.4	20.6
1961	47.6		70.9	33.2	36.2	61.1	22.6
1962	39.2	77.0	64.6		36.0	60.1	20.6
1963		77.6	66.1				

Source: John F. Earl, A Study of Nova Scotia Exports, a report prepared for Voluntary Economic Planning, July, 1965.

TABLE F-19

PERCENTAGE DISTRIBUTION OF EXPORTS TO MARKET AREAS, NOVA SCOTIA

	United States	Great Britain	British West Indies	Other Commonwealth	Latin America	European Economic Community	European Free Trade Area	Other Countries
1947	16.6	31.5	18.9	9.8	7.7	10.5	1.5	3.5
1948	24.0	28.1	15.2	6.6	10.2	7.1	2.5	6.3
1949	29.5	19.0	12.8	20.0	13.6	1.1	1.0	3.0
1950	35.8	7.8	9.5	5.2	35.7	1.1	1.2	3.7
1951	40.3	13.9	10.7	4.2	22.2	2.7	0.9	5.0
1952	36.4	14.1	12.1	6.7	21.2	3.9	1.0	4.7
1953	43.5	17.2	12.7	1.6	17.4	3.2	1.5	2.9
1954	39.9	16.3	12.4	1.9	19.9	5.3	0.3	4.0
1955	31.9	19.8	10.3	2.5	23.8	7.1	0.5	4.1
1956	37.7	15.6	12.7	1.3	23.2	5.8	0.5	3.3
1657	38.8	11.9	13.5	4.4	23.6	3.9	0.9	3.1
1958	42.6	9.0	12.4	15.4	14.4	3.5	1.0	1.7
1959	55.3	7.6	13.5	3.5	15.7	1.5	0.9	2.1
1960	42.1	21.4	8.5	0.8	21.5	2.2	0.2	3.4
1961	42.5	15.6	11.0	2.9	19.7	4.4	1.5	2.4
1962	38.6	15.3	10.3	4.6	21.5	6.2	0.8	2.7
1963	37.9	16.4	10.8	7.4	17.2	5.1	1.6	3.5

Source: John F. Earl, A Study of Nova Scotia Exports, a report prepared for Voluntary Economic Planning, 1965.

TABLE F-20

COMPOSITION OF NOVA SCOTIA EXPORTS, SELECTED YEARS

(Thousands of Dollars)

	1948		1952		1957		1961		1962		1963	
	Value	% of Total	Value	% of Total	Value	% of Total	Value	% of Total	Value	% of Total	Value	% of Total
Live Animals	25		17		114	0.1	75	0.1	84	0.1	66	0.1
Meat and Meat Preparations	12,258	15.2	1,166	1.5	821	0.8	1,067	1.1	764	0.7	792	0.6
Fish and Fishery Products	12,209	15.1	19,793	25.0	25,334	26.2	26,010	26.8	26,381	22.9	29,232	22.2
Dairy Products	4,952	6.1	2,314	2.9	717	0.8	950	1.0	1,353	1.2	2,326	1.8
Cereal and Cereal Products	2,057	2.6	995	1.3	1,240	1.3	702	0.7	1,143	1.0	1,165	0.9
Fruits, Vegetables and Products	2,741	3.4	2,478	3.1	4,246	4.4	4,476	4.6	6,501	5.6	7,637	5.8
Hides, Skins and Furs	2,754	3.4	1,286	1.6	1,898	2.0	1,262	1.3	2,041	1.8	1,720	1.3
Nursery Stock and Mosses	25		53	0.1	237	0.2	452	0.5	327	0.3	413	0.3
Crude Wood Materials	1,608	2.0	5,620	7.1	2,804	2.9	3,016	3.1	4,758	4.1	3,756	2.9
Textile Making Products	170	0.2	66	0.1	218	0.2	63	0.1	76	0.1	2,270	1.7
Metallic-Minerals and Scrap	165	0.2	695	0.9	1,298	1.3	633	0.7	1,580	1.4	1,194	0.9
Non-Metallic Minerals	4,506	5.6	4,897	6.2	8,455	8.7	7,309	7.5	8,107	7.0	9,380	7.1
Fabricated Wood Products	5,355	6.6	5,092	6.4	4,211	4.4	4,152	4.3	4,647	4.0	4,625	3.5
Pulp and Paper	16,860	20.9	25,497	32.2	22,290	23.0	26,374	27.2	30,732	26.6	29,651	22.5
Iron and Steel Products	6,533	8.1	1,752	2.2	14,181	14.7	13,980	14.4	20,416	17.7	29,079	22.1
Building Materials	128	0.2	141	0.2	28		89	0.1	189	0.2	142	0.1
Industrial Machinery and Equipment	2,615	3.2	833	1.1	878	0.9	1,340	1.4	1,055	0.9	2,137	1.5
Ships and Boats	866	1.1	1,901	2.4	367	0.4	967	1.0	957	0.8	338	0.3
Aircraft Assemblies and Parts	386	0.5	115	0.1	137	0.1	233	0.2	314	0.3	180	0.1
Electrical, Heating and Other Miscellaneous Equipment	257	0.3	141	0.2	334	0.3	148	0.2	390	0.3	260	0.2
Furniture and Fixtures	476	0.6	298	0.4	256	0.3	132	0.1	157	0.1	222	0.2
Clothing and Footwear	1,418	1.8	122	0.1	215	0.2	331	0.3	342	0.3	413	0.3
Other Fabricated Products	2,228	2.8	3,813	4.9	6,404	6.6	3,225	3.3	3,050	2.6	4,688	3.6
Total Exports	80,592	100.0	79,088	100.0	96,713	100.0	96,986	100.0	115,364	100.0	131,586	100.0

Source: John F. Earl, A Study of Nova Scotia Exports, a report prepared for Voluntary Economic Planning, 1965.

G

STATISTICAL INFORMATION DEFICIENCIES

Broad and accurate statistical information is a basic and integral part of any economic planning exercise in establishing economic trends and targets, in the detailed analysis of the aggregate economy and its parts and in forecasting the behaviour of specific economic variables together with their impact on the economy.

The Dominion Bureau of Statistics is the federal agency charged with the responsibility of collecting and providing economic data series in Canada. In performing its functions, the Bureau rightly assigns highest priority to achieving broad coverage and accuracy in national series and secondary priority to provincial series.

As a result, many important series are either not available at the provincial level or are of limited value due to the small size of the sample on which they are based. In certain series, because of Bureau legislative requirements, data for Nova Scotia are lumped with other provinces thus negating their value in provincial analyses.

Undoubtedly the greatest problem to the user of the Dominion Bureau of Statistics' data series is the time lag in publication. In a period characterized by rapidly changing economic conditions, a time delay in publication of from three to four years is a significant hindrance. This is particularly relevant in an economic planning programme where policy decisions are to a degree based on historical development and where up-to-date data are necessary to reduce errors in forecasting.

Because of the limitations of the statistical data available, the Voluntary Economic Planning staff has not been able to present the detailed analysis of the provincial economy originally envisioned. It is believed that there will be a substantial time lag before a more exhaustive analysis becomes feasible.

In moving towards this goal it has been encouraging to observe that the Dominion Bureau of Statistics is aware of these problems and is taking steps, as budget and staff allow, to overcome them. However, it is felt that an agency of the provincial government acting independently or, more realistically, jointly with the Dominion Bureau of Statistics, must begin collecting statistics to obtain the necessary data for more sophisticated economic analyses.

In conjunction with improving data collection for Nova Scotia, it is stressed that private business firms, in all sectors of the economy, help to do their part by co-operating fully when officially asked for statistical information concerning their businesses.

H

GLOSSARY OF TERMS

ADVANCE FACTORY

A standardized factory pre-constructed as an inducement to attract new industry before a specific tenant is secured.

CAPITAL STOCK

The total amount of capital available in the economy for the production of goods and services at any given time.

CONSTANT DOLLARS

A dollar value where price changes, occurring over time, have been removed, relative to a specific base year.

CORNERSTONE INDUSTRY

One which produces products on a large scale and by its very nature attracts other plants to locate near it to provide it with manufactured inputs and/or to utilize its products for further manufacturing.

CURRENT DOLLARS

Dollar values based on the prevailing prices.

ECONOMETRICS

The mathematical analysis and interpretation of economic data.

GROSS NATIONAL PRODUCT

Total market value of all final goods and services produced by the nation's economy.

GROSS PROVINCIAL PRODUCT

See Gross National Product and transform to provincial basis.

INDUSTRIAL AGGLOMERATION

Clustering of industries within the same area.

Appendix H

INDUSTRIAL DEVELOPMENT CENTRES

A centre of sufficient size to support and service a diversified industrial base capable of generating self-sustained economic growth over time.

INDUSTRIAL PARKS

A suitable tract of serviced land which is set aside and readily available for the location of a variety of industrial enterprises.

INFRASTRUCTURE

Comprises those basic services necessary for productive activities, such as transportation, utilities, education and other public services.

INPUTS

The materials, supplies and services, that is the factors of production, used in an economic activity for the production of a good or the provision of a service.

LABOUR FORCE

The labour force is comprised of that portion of the non-institutional population 15 years of age and over who are employed or unemployed.

Employed—Includes all persons who: (a) work for pay or profit, or (b) do any work which contributes to the running of a farm or business operated by a related member of the household.

Unemployed—Includes those members of the labour force who are without work, but who are seeking work.

LABOUR FORCE PARTICIPATION RATES

Is the proportion of the total population 15 years of age and over who are members of the labour force, expressed as a percentage.

NET VALUE OF PRODUCTION

Net value of production equals the total market value of production minus the cost of purchased materials, fuel and electricity. Net value thus equals the amount available for payment of wages, salaries and profits, interest, rent, taxes, repairs and other costs.

OUTPUT MIX

Types of goods and services produced in an economy.

RESOURCES CENTRES

An area or location where firms, dependent on the same raw material, concentrate to their mutual advantage, sharing certain common facilities and services.

SATELLITE INDUSTRIAL COMMUNITIES

Centres of industrial economic activities in proximity to industrial development centres.

SERVICE CENTRES

A concentration of service-type industries and organizations, capable of supplying a broad range of essential social and industrial services to surrounding regions.

SOCIAL CAPITAL

Same as infrastructure.

STRUCTURAL CHANGE

Relative shifts in the component parts of the economy relating to population, labour force and employment, production and trade, the institutional system, etc.

TARGETS

A set of directional key indicators aiming to influence the future course of the economy.

TRANSFER PAYMENTS

Money dispersed by business or government in return for which no services are rendered.

VALUE ADDED

See Net Value of Production.

VOLUNTARY ECONOMIC PLANNING
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ERRATA

Preface — Page 11 - 3rd Para. "Economical" - change to "Economic"

Chapter I — Page 20 - #3, mid page - "ecomomic" - change to "economic"

Chapter II — Page 25, Footnote 2 - Appendix "A", change to Appendix "F"

Page 35 - 2nd Para. Line 5 - "perpetrating" - change to "perpetuatin

Page 39 - 8th line from bottom - "prdoucts" - change to "products"

Chapter III — Page 52, 6th line from bottom - "actviity", change to "activity"

Page 65 - Last para. line 2 - "cencentration", change to "concentration"

Page 70 - 7th line - "accomilsh", change to "accomplish

Page 72 - 14th line - "ind", change to "and"

11th line from bottom - "accellerate", change to "accelerate"

Page 74 - 8th line from bottom - "Scoita", change to "Scotia"

Page 75 - 9th line from bottom -"repeadedly", change to "repeatedly"

Appendix A — Chart A-2, Executive Committee Box, "Chairamn", change to "Chairman"

Communication line connecting "Chairman (voluntary)" with

"Sector Chairman -10" should show an arrow head at both ends.

F — Page 3, Table F-4 - Last figure in Column - 1961, Canada, Total, 24.5 change to 53.7

Page 4 - *Footnote, change Table "A-6" to "F-6"

Page 5 - Table F-7, change "1961" heading on first column to "1951"

Last column heading - "% charge" change to "% change".

Page 7 - Table F-9 - Source Note should read "13-201"